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#352 October 2015

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In the good old days, when two-wheeled sales were still impressive, the industry realised the best way to sell bikes was to get out and put them under the public's noses, so there was more than just the one big motorcycle show a year we get now in the UK, currently at the NEC in Birmingham. Despite sales having fallen from their late 50s peak, even in 1965 there were numerous such shows conveniently dotted around the towns and cities of UK, and in May of this year it was the turn of Blackpool to host the latest and greatest new scooters and motorcycles available to the British public. Showing off the accessories too, this Lambretta Series 3 was sporting the latest in screen-hood combinations, that the manufacturers no doubt hoped would become 'the' look for the summer season. I think history shows us how successful that idea was...

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### Next Month!

As the rally season draws to a close we'll have a review from the penultimate BSRA event in Woolacombe, as well as the final BSSO race meeting at Cadwell Park. We've also got some rusty Lambrettas, a well engineered Vespa smallframe, an amazing tale of touring into Eastern Europe and we look at some tools. You can never have enough tools. Probably.









## New British scooter engine

**L**ike buses, you wait for a new scooter engine and then suddenly a whole load turn up, one after the other! British company SP Developments has been working on its engine for a few years now, contacting us in the summer of 2013 to tell us that testing was under way.

A couple of thousand miles later the firm publically debuted the new motor at the recent Mersea Island scooter rally, although unbeknown to most, it was also at the Isle of Wight, ridden around unnoticed apparently until a side panel was taken off and a few eagle-eyed scooterists spotted it!

So what have we got here then? SP has looked to modern auto scooter engines for inspiration – in particular apparently the Piaggio liquid cooled two-stroke 180 motor used in the Gilera Runner, Piaggio Hexagon and Italjet Dragster – as a way for improving the classic geared scooter engines. The result is an all new engine casing produced here in England that looks like a Lambretta motor, but is apparently subtly different in many places so that only a handful of parts are interchangeable.

The 180cc top end is liquid cooled, the electronic fuel injection is directly into the crank case, the oil injection controlled electronically, and the casings are a little wider than normal Lambretta casings so as to fit SP's own design of five-speed gearbox which we're told is so it can use gears of a normal thickness. The six-plate clutch is also of the firm's design, as is the crank.

Electrickery abounds with features such as mappable ignition, and a very neat touch is that the engine has an electric start that is operated by lightly using the aluminium kick starter pedal, connected to a starter motor rather than directly to the gears.

SP Developments tells us that the engine produces 20hp and at Mersea Island potential customers were told that production is due to start shortly with a price of £8000 plus VAT quoted for them to fit the complete engine (and cooling package) to your Lambretta, although special offers were available for the first five customers.

We hope to be testing one of these scooters soon, but until then visit [www.sp-developments.com](http://www.sp-developments.com) for further info.



The lads at SP spent plenty of time during the day starting the engine up for interested scooterists.



It's not just Lambretta engines either, they've been investigating a similar project for the Piaggio workhorse too.





## Scooter selfie winners



Last month we ran a 'selfie' competition on our Facebook page. We asked for pics of you with your scooter, and up for grabs for the best entries were 12 T-shirts courtesy of our friends at SIP Scootershop. More than 150 of you entered and, once the thousands of readers' votes had been counted, we were thrilled to pick out the final 12 winners.

Receiving more than 270 votes, the winning photo was entered by Patrick Houlihan!

Congratulations to all the finalists, and thank you to everyone who took part. If you'd like to see a full gallery, download the Scootering App now ([mortons.co.uk/SCO](http://mortons.co.uk/SCO)) and get the October issue for just £2.99.

Paula Atkins

## More winners

Back in the June edition of *Scootering* we offered one lucky reader the chance to win a Lambretta from AF Rayspeed plus insurance from Lexham, and that lucky person was Simon Collins from Kent. We're currently sorting out the prize but as promised, once it's done he'll be taking part in a road test in the magazine and we'll bring you that article as soon as possible.

In the July edition Tucano Urbano kindly offered riding gear worth over £700 which was won by Cheryl Thomas from Rhondda Cynon, and John Morey from Lancashire. Congratulations folks, and commiserations to the rest of you – better luck next time!



## Remade LI150 Gearboxes

Scooter Restorations now has in stock remade Li 150 gearboxes, produced in India. Available are the four loose gears and corresponding cluster and the teeth numbers are exactly as they were originally on Italian Li 150 scooters (series 1 to 3). These are: 1st gear 50 teeth, 2nd gear 41, 3rd gear 37, 4th gear 34, with the cluster having 11, 14, 17 and 20 teeth.

Currently on special offer at £89.95, for further information visit [www.scooterrestorations.com](http://www.scooterrestorations.com) or give them a call (remembering they recently changed their number) on 0115 967 1405.

## Tested update

### Pinasco tubeless split Vespa rims



They arrived in the UK market at the beginning of 2014 and I've had one of these fitted to my long-suffering Vespa PX200 for over a year now. And when I say long suffering, the poor thing has been abused. In that time the scooter has been used as a daily commuter, done a rally or three, and also spent a long period of time parked up going nowhere as others have had an airing.

But it's the Pinasco Vespa tubeless wheel rims we're revisiting here, not tales of PX neglect. Made of light alloy, these 2.10 x 10in wheels (as per Piaggio originals) split like a regular pair of rims but have both a retaining bead in them to keep the tyre in place, and also a groove into which a rubber O-ring is placed which creates the air-tight seal once the two halves are fastened together.

Supplied with valve, O-ring and required nuts and washers, my tyre of choice for the PX is a Michelin S83 which I had no trouble fitting. Over time of use I've checked the tyre pressure both before long runs, or weekly when in regular use, and of course after periods of being laid up. In that time it's lost the best part of bugger all (by the way, in case of puncture Pinasco says that it is possible to insert a standard inner tube to fix it, rather than use a tubeless repair kit, if you desire).

The finish of these hasn't really suffered during the winter either, so while the retail price of these wheels is around £99 (via UK importer VE UK; [www.ve-uk.com](http://www.ve-uk.com)) each doesn't make this the cheapest wheel on the market, it's impressed me enough. The Germans must like them too, as Pinasco tells us it's recently received TUV approval for official road use over there too. Speaking of which, Scooter Center Köln is retailing them at around €99 at the time of going to press, which is about £69. [www.scooter-center.com](http://www.scooter-center.com)

Andy



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## ADVERTISING DEADLINES

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## This month we've been listening to...

### The Spitfires – *Response* (Catch 22)

Debut album from Watford's finest, The Spitfires, *Response* is overflowing with energy, aggression and attitude. And a baker's dozen of blistering power pop anthems in the making. Obviously previous singles are included alongside new material such as the take no prisoners onslaught that is *Disciples*, the dark, mean and moody *Relapse* and the unrelenting *Words To Say*. Closing track, the epic *4am* shows another dimension to The Spitfires' formidable arsenal of original songs. Already carving a reputation as a must see live act, *Response* will see the boys continue to head onwards and upwards. [www.facebook.com/TheSpitfiresUK](http://www.facebook.com/TheSpitfiresUK)



### The Five Faces – *On The Run: Live In Genoa 2015* (Detour Records)

Italian Mod revival act The Five Faces, briefly SX225 too, were first around from 1980 till 1984. Last year, three of the four original members reunited and began gigging with original songs old and new alongside selected covers making up their set. This live recording brings a taste of what the re-formed Mod band are all about. Power chords abound, with scorching renditions of, for example *Creation*, *The Who* and *The Action* standards, alongside their own material such as *This World*, *Fifteen* and *Run, Run, Run*. If *Purple Hearts* and *Long Tall Shorty* were your kind of live band, The Five Faces will hold similar appeal. Available mail order from [www.detourrecords.co.uk](http://www.detourrecords.co.uk)



### Miles Over Matter – *The Vagabonds of Psychedelia: Anthology 1980-82* (Paisley Archive)

Over the years there's been so many outstanding bands, artists and performers who have arrived at the wrong time. Some in the wrong era, some a few years too late, some a few years too early. At least two of the trio of aforementioned reasons could be said about Miles Over Matter. Granted there was a small revival of 60s psychedelia, albeit London based on the outer limits of the Mod revival. The four piece were at the vanguard of that early 80s scene within a scene.

A duo of their original songs were released in 1982, namely *Something's Happening Here* and *Park My Car*, on the *A Splash Of*

Colour compilation album. Through the detective work of Detour Records, 30 years on the entirety of the band's recorded material gets an airing via this Anthology. A dozen studio cuts along with seven live tracks allow those with a broad taste in music the chance to hear what might have been. Their take on psychedelia has a feel akin to that of *The Stone Roses*, with even a nod to the Britpop of the 90s too. Available mail order from [www.detourrecords.co.uk](http://www.detourrecords.co.uk)



This month's reviews are by Sarge

## EUROPEAN PARLIAMENT: SCOOTERS AND MOTORCYCLES PART OF THE SOLUTION

Powered two-wheelers are seen as a way to solve urban transport problems such as congestion and overcrowded car parks in a report adopted by the European Parliament in September.

Wim van de Camp's report on the implementation of the 2011 White Paper on Transport states that the specific design and benefits of scooters and motorcycles should be adequately taken into account and reflected in EU transport legislation and guidelines.

Although the report has no legal or legislative force in itself, it can provide a basis for many regulations in the wide area of transport.

This means that the use of powered two-wheelers is to be encouraged. Also, that scooters and motorcycles and should be considered not only when new roads are designed but also in the maintenance and design of existing roads.

The European Parliament also calls for action to reduce accidents among vulnerable road users, in particular users of two-wheeled vehicles, pedestrians in urban environments and older drivers.

Federation of European Motorcycle Associations (FEMA) general secretary Dolf Willigers said: "This is the first time that the European Parliament has recognised the importance of motorcycles for transport. We have been saying for a long time that motorcycles are part of the solution for urban congestion, environment and parking problems.

"The use of motorcycles should be stimulated and facilitated. In cities like Rome and Paris there would be enormous problems if anybody who now uses a motorcycle or scooter would go by public transport or, even worse, by car.

"Therefore we are very glad with the report from Wim van de Camp and the adoption of it by the European Parliament and we hope, that the European Commission will do something with it and take adequate action."

FEMA represents riders' rights organisations from the whole of Europe in the European institutions and the United Nations to have their voice heard in an early stage in the legislative processes concerning motorcycling. More information on [www.fema-online.eu](http://www.fema-online.eu)

## Carb Caps

These new Crazy Monkey Development carburettor caps are available for the most common carbs of Dell'Orto, PWK and Mikuni. The screw on caps are a new design that can be turned by 360° with no end stop. The cable routing is integrated and this saves a lot of space, making it ideal for Lambrettas, Vespa Largeframes and Smallframes. Made of a durable black STURM®-nylon the cap comes with a M6 adjusting bolt and retails at €39.90 from Scooter Center Köln. [www.scooter-center.com](http://www.scooter-center.com).





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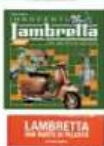
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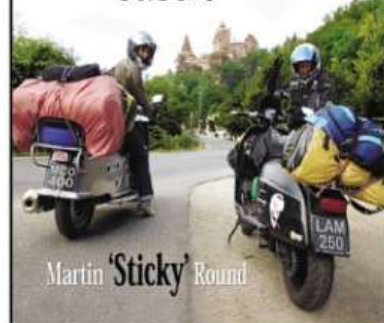
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# Dave's Nostalgic Custom Corner



This month we track down and follow the story of a beautiful Lambretta based on the colourful baseball phenomenon that was George Herman Ruth Jr – or 'Babe' Ruth as most of us know him.

**N**ow when this scooter first appeared in *Scootering* (Issue 94, July 1993) it wasn't unusual for customs to have adopted the latest gadgetry and go-faster goodies. The Babe however went that bit further. Not only was it a good looker, but it also had an engine that showcased everything that was available at the time. Many of the parts were one-offs and prototypes – outboard disc brake, water blown exhausts, crankcase induction, exotic crank and clutch.

Now back on the road with a previous owner (before it was customised), it is not only a walk down memory lane with regard to paint and prettiness, but also a look at how Lambretta performance has evolved. Hello again El Bambino!

**Owner:** Steve Whitfield

**Scooter club:** Originally Goole Gladiators, now solo.

**Scooter name:** The Babe.

**Year originally built:** It was first built as The Babe in 1993 by Wayne Bygraves.

**Paint & Murals:** Aerographics/John Spurgeon 1993, revamp in 2006.

**Engine:** MBD Road/Race tuned TS1 225 steel lined barrel, casings have been ali-welded allowing an extra large transfer port. The inlet is fed into crankcase, a 60mm crank with Rotax rod, central plug head, Boyseen dual stage reeds, original MBD six plate clutch with casing packer plate, 17/46 Li150 gearing, AF lightened flywheel. A 35mm Mikuni TMX carb and MB3 prototype fully-blown exhaust built for bike (22 years old, not one bit of welding!).

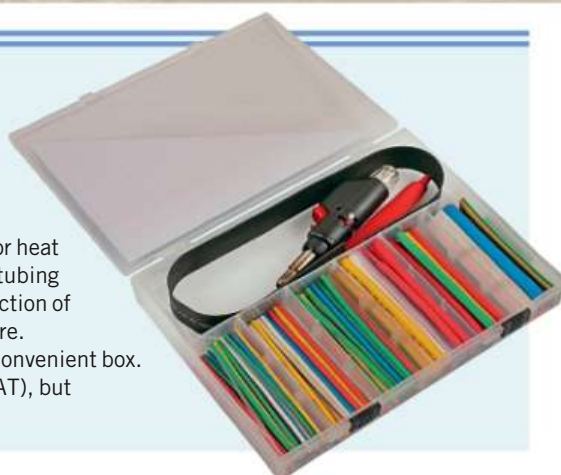


## HEAT SHRINKING KIT

If you want to finish off some DIY wiring both securely and tidily, then using heat shrink at the end is a good way to do so. Step forward this new kit from Laser Tools which includes a butane gas powered heat torch as well as a selection of heat shrink tubing.

We are told that the torch in the kit provides a very soft, even heat that is ideal for heat shrink work and reduces the risk of damaging anything around it. The heat shrink tubing supplied has a shrinkage ration of 2:1 and remains flexible after shrinkage. A selection of tube sizes and colours is supplied from 1.5 millimetre diameter up to 15 millimetre.

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**Top speed:** Fast as f\*\*k, not built for cruising!

**Fabrication:** Toolbox tank conversion, outboard disc on an Italian window side.

**Chrome:** Pete Robinson and Quality Chrome.

**Scooter's history:** I first bought this scooter from the legend that is Rob Skipsey when I was 16. It was already customised, and called 'Carburation by Dellorto'. I had it about a year and then sold it on to build a chopper. Then in 2001 I placed an advert in the *Scooter* wanted section to try and track down my first Lambretta - YRH15J.

Eventually I received a phone call from the then owner Darrell Milnes, who told me it wasn't for sale, and also from Wayne (Max) Bygraves who had built it into The Babe. In 2006 I was looking on the MBD website at 'customer scooters' when I came across The Babe so I left a message saying it was nice to see my old bike and that I had tried to get it back a few years ago but had no joy.

Almost immediately I received an email from Darrell telling me it was now up for sale! So after a few phone calls and a trip to Dorset a deal was made, and I picked the scooter up. This was the night before the Cleethorpes rally, I arrived home at 2am and was on my way to the rally on it at 8am!

**What condition was it in:** It was pretty good but obviously had been used, a few rust spots and paint chips. I used it for the rest of the year and then stripped the engine after the Bridlington rally. A mate of mine Rory Wood set about rebuilding the engine. New bearings, seals, crank, rebore, head, chain etc.

Then I started with the paint, the panelwork went back to John Spurgeon. We agreed on a way to go, saving the main artwork and repainting the rest. A 10 week promised job turned into 10 months, and when I collected the parts they had runs and other blemishes. It went back again, but I still am not happy with the finish...

I started the rebuild almost seven years ago but as I don't have much spare time I arranged with the guys at Foxhat to finish it off.

**Anything else you have added:** Seat redone by Andy Nixon, Rimini Lambretta supplied a 'NOS' headlight, rear lens and set of runners.

**Plans for scooter:** As I am still not 100% happy with the paint I have spoke to Col at Garage Artwerks. He will be sorting it all out after Brid!

**Favourite rally:** Yarmouth 83, my first rally, loved it even though I holed a piston on the way home!

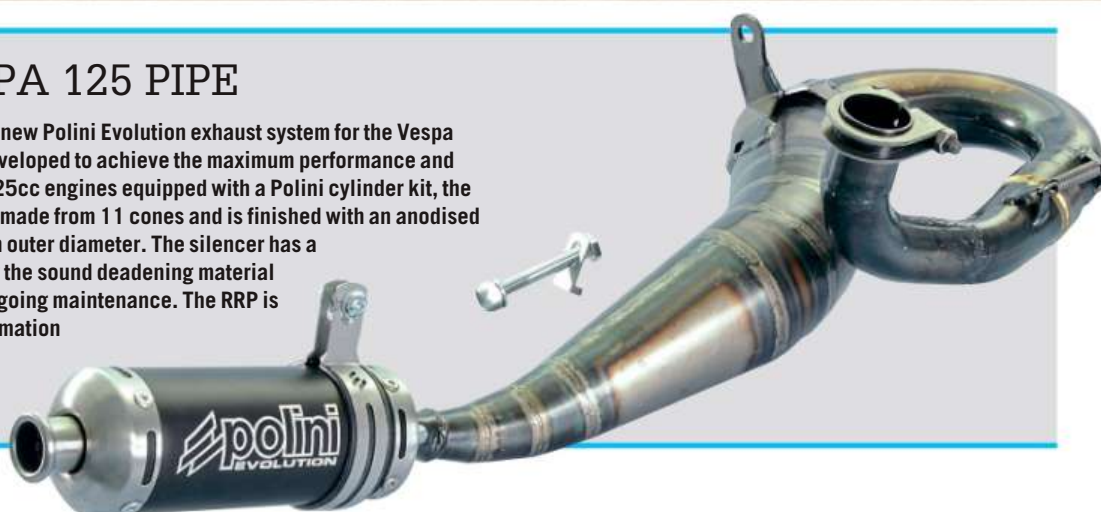
**Favourite dealer:** Both Chiselspeed and MBD.

**Favourite ever custom scooter:** Hard one that, probably green Dazzle.



## POLINI VESPA 125 PIPE

VE (UK) has announced the new Polini Evolution exhaust system for the Vespa P125 range of scooters. Developed to achieve the maximum performance and power output from Vespa 125cc engines equipped with a Polini cylinder kit, the expansion chamber is handmade from 11 cones and is finished with an anodised black silencer with a 60mm outer diameter. The silencer has a removable end cap to allow the sound deadening material to be replaced easily for ongoing maintenance. The RRP is £304.33 and for more information visit [www.ve-uk.com](http://www.ve-uk.com)





## Microdot 25 years exhibition

Microdot and Brian Cannon may well not ring a bell of recognition with many immediately. However the artwork, photographic and design skills that have emanated from Brian's company, Microdot, since 1990 probably will.

**M**icrodot was one of the main architects of the artwork that characterised the Britpop era. Marking 25 years of Microdot, Brian held an exhibition of his work in his home town Wigan. More than one local scooterist invited to the pre-exhibition evening at The Old Courts remarked it was the first time they had been in that building without being in the dock!

Centrepiece of the exhibition was a corner of the main room with a display of items – including Brian's Lambretta – that have affected his life or the 25 years of Microdot. Adorning the walls were framed examples of many different Microdot artwork, designs and creations; Oasis, The Verve, Super Furry Animals, Cast, Ash and Suede number among the many name bands Brian has worked with.

Alongside Brian's own work were interesting and rare memorabilia items, such as original handwritten lyrics of Oasis songs. One section had a selection of stark images from Brian's Northern Soul – A Photographic Journey project. The exhibition really captivated my attention with so many items of interest on display.

Although it's no longer in Wigan, the Microdot 25th

Anniversary Exhibition will be touring selected dates and venues, the next being Leeds in December (other places and dates tbc). There's also a section dedicated to the exhibition on the Microdot website ([www.microdotcreative.co.uk](http://www.microdotcreative.co.uk)) where of course there are examples of everything Brian has worked on too.

**Sarge**



## VESPA WORKSHOP TOOLS

VE (UK) has added to its already extensive tool range with four brand new Vespa items. These include a dedicated drift punch for fitting the cluster roller bearing on the Vespa SS180 and the GS160, another for fitting the selector box bearing on various 60s and 70s 125, 150, 180 and the GS 160 scooters, the Vespa 125 GTR, 150 GL, 150 Sprint, 150 Super, SS180, GS160, Sportive, VBA, and VBB.

There is also a tool removing the petrol tap on the Vespa SS180, GS160, and Rally 180/200 scooters, and finally a double sided castellated bearing lock ring removal tool, used in the Vespa SS180 or GS160 engines.

Prices range from £11.88 to £29.41 depending on the tool, and for more info visit your local VE dealer. [www.ve-uk.com](http://www.ve-uk.com)





## A Quick one... with Brian Cannon



**Left:** (roped off) Corner display and centrepiece of the exhibition of 25th Anniversary of Microdot, The Sleeve That Never Was. **Above left:** Brian Cannon and his partner Jill. **Above right:** Exhibition artwork (the first 500 visitors received this as a personally signed card).

### When did you first become interested in design and photography?

Aged 12, I was inspired by punk bands like the Sex Pistols and Buzzcocks, I had an ambition to design iconic album sleeves for some of the biggest bands in the world. Since I was 14 I've been taking photos.

### How did Microdot start?

I did my BA in graphic design at Leeds, from 1988 I've been professionally creating music related imagery, I set up Microdot in 1990, my first studio was in Manchester equipment consisted of a photocopier and a drawing board. Microdot studio is now based here in the old magistrates court, Wigan.

### You've worked on designs for Oasis from the early 90s, how did that come about?

I happened to be in a lift with Noel (Gallagher) in 1992, I was wearing vintage Adidas indoor trainers, we got talking about

my trainers. I designed the first Oasis T-shirt, the iconic Oasis logo and designed their record related imagery promotional material and single and album sleeves. All the iconic sleeve artworks are real shots, no image manipulation was used on them.

### Any stories from working with Oasis?

The shoot for the sleeve for Roll With It comes to mind. It was a baking hot day, with the band sat in deckchairs in duffel coats. Weston-super-Mare was chosen as it was the closest beach to Glastonbury where the band were playing that weekend. While it looks nice and quiet, security were holding back crowds of people behind me. It's one of my favourite Oasis covers too.

### You also worked with the Verve, how did you meet Richard Ashcroft?

I was at a house party here in Wigan in 1989, I met Richard

there. He was an A-level student at the time, he told me about his band The Verve. Although I didn't know it at the time, it was a career defining moment.

### Tell us about the display featured on commemorative posters for the exhibition titled The Sleeve That Never Was?

Its an instillation of many different things that are relevant to my life, my work and Microdot, as a display. Planning the exhibition took me about a month, a big part of which was getting that corner display exactly how I wanted.

### What's behind your Northern Soul – A Photographic Journey project?

I wanted to capture the current Northern Soul scene as it is now, its been going for three or four years, its a project that is ongoing. I've shot various Northern Soul events, big and small in black and white.

### In the centre of the display is your Lambretta. How long have you had scooters?

I've had a scooter from when I was 18. My first was a PX which I paid £400 for it. Three years ago I got my 1965 LI 150.

### Is the paintwork on your LI a Microdot design?

No, it's exactly the way it was when I bought it. I liked how it looked which is why I bought it. I got an Italian army tank-driver's all in one, and put my spin on an Innocenti logo on them, something I did for fun.

### What was your inspiration for your Lambretta Photography project and will it be going onto the Microdot website?

I love the way Lambrettas look, and I love taking pictures, so hey presto! Once the exhibition is finished, there's a few things I've got planned for that particular project, keep an eye open. If anyone is interested there's a GT and SX T-Shirt as part of that project.

## Tested Crivit motorcycle balaclava (Aldi-£4.99)

After a couple of months wearing this balaclava I can assure you of its weather resistant abilities, it has kept my head (and more importantly my ears) warm in those long trips on the bike. However you do not have to sacrifice comfort for this, as it is a snug fit underneath the helmet.

You can tuck the extra-long neck of the balaclava into your shirt to protect your neck from drafts. Although I am currently a pillion passenger my dad (who I allowed to borrow my balaclava) assures me it does not affect his all-important sight while he is riding. Also it is very useful for scaring my classmates!

Patrick Whitehead





## Tested Spada Air-Pro jacket



Spada's take on a summer jacket turns out to be something to wear a lot longer throughout the year than you'd initially think.

The Air-Pro features mesh panels which of course allow the air to flow through the jacket and keep you pleasantly cool on scorching hot days. That is presuming you've first removed the quilted lining. On the positive side, should it suddenly get cold this turns a summer jacket into an autumn or winter one very well indeed.

But it is quite a bulky lining, not usually associated with a lightweight summer jacket. As such, once it's removed the outer jacket does feel a little big and not so comfortable, despite adjusting the arms and waist to take up the slack.

Another feature is the removable waterproof over jacket, which is stored in a pouch in the rear of the jacket. Again this is a bulky affair, and the pouch is a little small so it can be uncomfortable if not packed



correctly. However, the Spada over jacket is substantial for a good reason – it works, and I've tried that in some of the heaviest showers/rain we've had this summer.

Other nice touches are the coloured tabs that secure the inner to the outer jacket. On every other item of clothing these are always all plain black. Spada however colour corresponding tabs blue or black so you know which one goes where. I like!

The Air-Pro also features CE approved elbow and shoulder armour and two outer pockets, although these again (like many Spada pockets for some unexplained reason) are quite small.

Available in sizes Small to XXL, this jacket looks good and does exactly what it says on the tin plus more, which together with the more than reasonable RRP of £109.95 suggests if you try before you buy and you like, then you won't be disappointed. [www.spadaclothing.co.uk](http://www.spadaclothing.co.uk)

**Andy**

## Tested Spada tri-flex waterproof boots.

I've only had these boots a couple of months but with a long ride out to Euro Lambretta and a couple of other events they have already seen over 3000 miles of use. They are very comfortable while being ridged enough to inspire confidence and flexible enough to walk around in once off the bike, unlike other boots I have had they do not weigh a tonne and require only one good pair of socks underneath.

The sales blurb says that they are waterproof and after being caught in a monsoon in Munich and a downpour in Didcot I can confirm they are. Easy to do up via the three Velcro straps on the side no need to wrestle with them to free your feet. Also very comfortable after some days of real mile munching, all in all very good all round boots.

**Bob Whitehead**



## TV 175 Cowlings

Casa Lambretta have had a few flywheel cowlings for the TV175 Series 1 Lambretta remade in Italy. An awkward scooter at the time, it is rare today, and it will probably come as little surprise to anyone who has one that the complicated two-piece cast aluminium part (that's the outer cowling and inner mounting ring) has a retail price of £240.

Unfortunately that's the cost of failed models from almost 60 years ago that have become collectable today.

Scooter Surgery in London are the people to see if you want one, and if they're not trading at a rally or event near you then call them on 0208 748 0882.





# Casa Lambretta

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800 SQ/M SPARE PARTS WAREHOUSE



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125 LI first type from engine number 500.001 to 508.589  
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# WORKSHOP ESSENTIALS



Each month we'll be visiting a scooter shop somewhere in this wide world of ours – whether its speciality be restos or racers, engineering or basic servicing – and heading into the workshop to find out what the people there consider essential to keeping it running smoothly. This month we dropped in on Scooterist Factory...

**J**avi is the proprietor of Scooterist Factory, based in the Spanish town of Guadalajara not far from Madrid. He started the business initially as a Vespa/Lambretta workshop to cater particularly for the tuning and customising market in Spain, but mail order is becoming increasingly important.

Probably the best example of what Scooterist Factory can produce is the customised PX called 'Spanish Bombs' which was the cover star of *Scooterist*'s October 2014 edition.

Sticky dropped by to find out what tool Javi couldn't do without...

**You've picked a gas-powered soldering iron. Why is that important to you?**

Because you can't carry a cable and an extension lead with you everywhere. I can use this around the workshop, outside and take it with me when I travel.

**What brand is the one you use?**

It is a Portasol Technic. I bought it so many years ago that I don't even remember how much it cost me.\*

**Have you used it much when you've been away on scooter rallies?**

Many times. Once I had no lights and I thought it was the bulb at first because a wire had come unsoldered. If you don't have one of these then what are you going to do? I hate electrics but at least if you have this then you can have a solution.

**Do you only use a gas iron?**

No, if I need more power then I have a large electrical gun-type iron, but usually this is enough.

**Are there any problems with this type compared to electric?**

Only if you run out of gas, but it will run for about an hour and you refill with butane lighter fuel. Maybe it's not too powerful for really big solder joints.



Look ma, no wires.



It's a gas gas gas!



Powerful enough for most scooter electrical problems.



Refill like a lighter.

**How often do you use it?**

Every day. Honestly, because I also use it to light my cigarettes!

\*Portasol is one of the leading gas soldering iron manufacturers. The Technic model is adjustable up to 60W and 400°C and costs around £25 but you can pick up toolbox-size unbranded irons from £15 upwards.

## DETAILS

**Name:** Javi

**Job:** Owner of Scooterist Factory

**location:** Guadalajara, Spain

**Workshop essential:** Gas powered soldering iron

**Last scooter ridden:** Spanish Bombs!



## Tested Alpinestars T-Jaw Air Jacket



My summer jacket of choice for many years was an Alpinestars Dual-Air which for more than six years I wore to death, around the UK and Europe, until it's got so dirty even I'm a little embarrassed to wear it out! No longer in production, I chose the Alpinestars T-Jaw Air jacket as a replacement and have to say that I'm loving it just as much.

First the negatives. Unlike its predecessor the T-Jaw doesn't have a lightweight over-jacket stored in the back for when it rains. As a result I've also got myself Alpinestars' Quick Seal Out waterproof jacket and trousers too, which have proved themselves worth their weight in gold coming back from a couple of rallies this year (more next month).

For the T-Jaw it's uphill from here on. Constructed from a highly durable and abrasion resistant 600 Denier poly-fabric main shell, it has extended mesh panels on the torso and arms which provide substantial airflow when riding. There's a full mesh lining too which they claim boosts the garment's all-round airflow capabilities. It also has a removable interior wind-breaker jacket lining (with pockets) which is quite lightweight yet surprisingly effective when the cold nights suddenly draw in. The jacket itself has both an internal waterproof pocket and two external pockets as well.

For impact protection there's lightweight



CE certified Bio Armour elbow and shoulder protectors, while a back pad compartment has PE foam padding, which I've replaced with their Nucleon KR-2 back-protector insert. There are reflective inserts too for night riding.

Coming from a sports background, the jacket also has features like pre-curved sleeves and accordion poly-fabric stretch insert on back and elbows, and extended lower rear panel to keep your back covered, all equating to a jacket that is very comfortable from the start. So no breaking in or awkward collars snagging; Alpinestars do prove that you get what you pay for. Yes it's not cheap, but if you ride a lot of miles, you want something that is both comfortable and lasts, and my experience of Alpinestars is that they tick both boxes.

Available in sizes Small to XXXL, the T-Jaws Air jacket has a RRP of £189.99, but a look on the web suggests that you can buy one for as little as £146.99. The Nucleon KR-2i back protector has a RRP of £34.99. [www.alpinestars.com](http://www.alpinestars.com)

Andy

## LTH designed Lambretta sprocket bolt

This new design of front sprocket bolt from LTH in Germany is "without the shoulder of the standard bolt that used to break". Made from high tensile steel, the 'O.O.C.-Spezial' includes a CNC machined washer, is designed and produced in Germany and has a Nordlock washer to secure it from self unlocking. The current retail price is just shy of €30. For more details visit [www.lambretta-teile.de](http://www.lambretta-teile.de)



## Polini CP Carbs for Vespa 50

Polini Motori continues the development of its CP range of carburetors, all designed, developed and produced by the Bergamo company and 100% made in Italy.

The new 16.16 model is a solid mount carb as fitted to scooters like the Vespa 50 Special, PK, XL, HP and FL2.

The connection between manifold and carburettor is rigid with clamp as per the original one fitted on the Vespa 50 and they are supplied with air box with upgraded intake. Priced around €85 (plus VAT) Polini also tells us that two and three stud reed manifolds can be utilised. For more details visit [www.polini.com](http://www.polini.com)



# SCOOTERING ON THE GO!

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## I'm The Face: The Official Peter Meaden Biography book launch

Weekend Offender in the heart of Soho, London, was the host venue for the launch of I'm The Face: The Official Peter Meaden Biography. DJ for the shindig was Dave Edwards, who got proceedings under way in style. First record played was, what else, The High Numbers – I'm The Face, written by Peter Meaden. An original copy of the single very recently changed hands for over a four figure sum on a popular online auction site.

Suitably original early 60s tunes, all on original vinyl provided the soundtrack. Although it was an unseasonably wet evening, enthusiasm for the book wasn't dampened much judging by the many movers, shakers and Mod inclined types who turned up to buy a signed copy. As well as the co-authors, some of the book contributors made an appearance too. A launch that was befitting of the original ace face. **Sarge**

### A Quick one with Pete Wilky



**Above left:** Co-authors Pete Wilky and John Hellier. **Above right:** I'm The Face 45 on the record deck – ready to start the (book) launch.

#### How did you end up collaborating with John Hellier on the Official Peter Meaden Biography, I'm The Face?

John was the only original 60s Mod I interviewed for my first book *The Difference We Make*. Because of his involvement we got together for a signing session at Brighton Mod Rally 2013. John told me he liked my writing style and asked if I'd consider working together with him on a book. I said yes,

then asked what it was about. Peter Meaden, he replied. To any Mod, myself included, Pete Meaden was the ultimate ace face; he lived the lifestyle 24/7. Lived fast and died young.

#### Why a book on Pete Meaden now?

Over 10 years ago Eddie Piller and Rick Blackman had been working on a book about Pete Meaden, for whatever reason the project was shelved. John Hellier ended up with all the

research and files, he'd been sat on it for a while, once he asked me to work with him, it was back up and running.

#### The book cover artwork is reminiscent of the publicity that surrounded The Who/High Numbers debut single, is that intentional?

Yes it is. The photo of Pete with a ciggy in his hand came from the Meaden family collection, a bit of work and it echoes the release of the single I'm The Face back in 1964.

#### How hard was it researching and locating interviewees for the book?

Some was surprisingly easier than expected, via social media I found Peter Meaden's brother Gerald, who was very helpful. When I announced I was working on the book, again via social media, a lot of people got in touch including Pete's best friend from his teens,

Ian Sinclair. Through them, bigger names became approachable. Andrew Loog Oldham was very supportive; "It's about time Peter's story was told" was one of the things he said to me. He also gave me some very good advice, "Never give your copyright away", which arose as there is already serious interest in making a film about Peter Meaden.

#### Were there any real surprises that came to light while writing the book?

All of it was a bit surprising, as I only knew the basics. Researching made a lot of things stand out. I didn't realise he was bipolar, as I am too. As a kid I wagged off school with some mates and watched a couple of videos. The Warriors, followed by Quadrophonia, first time I heard that word (Quadrophonia) was then. I got absorbed by Jimmy's character, I remember thinking, he's like me!

### Tested Bell Bullitt Crash Helmet



Do you know, I don't think I've ever been asked by so many people in such a short space of time about a helmet before as I have been with this Bell. To start with then, I think it's fair to say that American safety helmet company Bell has certainly got the design right here. Behind the scenes, the parent company of Bell has taken back ownership of the European licence for the brand name which has resulted in a new UK distributor and expanded range of helmets, the Bullitt here being one of them, made by a factory in China.

The Bullitt first caught my eye at a trade expo earlier this year. Apparently it is inspired by the very first Bell Star helmet. However unlike some rival 'retro' looking helmets, Bell is proud to boast that it is a thoroughly modern helmet. For a start the multi-fibre shell is produced in three sizes,

to suit various head sizes across the range. To be honest, this is a big selling point for me, safety and comfort both being very important when it comes to crash helmets!

Then there is the fine mesh air intakes above the visor, and the grille below which looks retro but in fact has a modern plastic closure operated by your thumb from the inside. Neat. As is the magnetic visor closure system with its leather strap, although I've already lost the rubber cover from the magnet and had a replacement sent out to me with some advice to use a little adhesive if the rubber isn't such a tight fit.

The interior is suede and leather, there's a removable and washable comfort liner, the helmet strap is a D-ring, another safety feature I much prefer over the seatbelt type closure, and to top it all it comes with a five year warranty.



**How did you get involved with the Mod scene initially? What scooters have you owned and what do you ride now?**

As soon as I saw Quadrophenia and heard all the music of The Who I was immediately captured by this film. However, once I had established Jimmy had a similar condition to myself, bipolar, I was totally consumed by the film and for the first time in my life I saw someone I could relate my mental illness with, which was incredibly liberating.

As a result I was a novice Mod the next day. I said to a mate of mine who had watched the video with me, "I will own a GS scooter one day!" He laughed and told me to 'piss off'. Twenty

years later for my birthday I bought myself a 1962 GS160 which was a replica of the one on Quadrophenia. My first scooter was a Vespa PX125 and I went on to own three or four PX's until I made a custom-built one which had tons of chrome and a really cool retro look.

Sadly that scooter was stolen recently and news of its theft literally went viral on the internet. I now have another PX125, cobalt blue, the very same colour as my first scooter in 2002. I was further absorbed into the Mod scene once I had sussed how cool the music that created the scene was. I am a lover of the Hammond organ and this instrument was key to the original Mod sound. I

have owned three Hammonds since and I am on the look out for my fourth.

**What was the most enlightening information and who were the most enlightening people you encountered when working on the book?**

Irish Jack! What a character, what a guy. He provided a chapter for the book and shot a promotional video about it too. Equally Barnsey (Richard Barnes), he gave so much insight into Meaden. I see Peter Meaden as a visionary; the Mod scene needed a focus and he thought he'd got it right with The High Numbers. Just because that didn't work out as he planned, he moved onto Jimmy

James and The Vagabonds. He loved the Mod lifestyle.

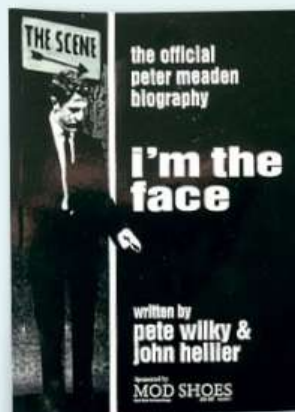
**What was your most satisfying element of providing the Official Peter Meaden Biography?**

Getting two exclusive forewords to the book, Andrew Loog Oldham and Pete Townsend, rates highly. In my personal life the birth of my daughter in 1995 is my proudest moment. When I held the first copy of my self published book The Difference We Make, that was a high point for me. Now I'm feeling like an expectant mother. I'm The Face, means so much to me personally and professionally.

**Sarge**

## Book Review

### I'm The Face: The Official Peter Meaden Biography – Pete Wilky and John Hellier



**Light & Dark Publishing ISBN 978-0-9933608-0-0**

Peter Meaden was an absolute legend of the original London based 60s Mod scene. He was the archetypal Mod who lived the lifestyle to the maximum. I'm The Face is the official biography of Peter Meaden. He was The Who's original manager, changing their name to The High Numbers.

Such was The Who's respect for him, they paid for his funeral after his untimely, but not unexpected, early death in

1978. A picture of his final resting place in Southgate Cemetery is on the back cover of the book. Inside are interviews, anecdotes and contributions from a plethora of people, including Andrew Loog Oldham, Irish Jack, Richard Barnes, Pete Townshend, Eddie Piller, Steve Gibbons, Jimmy James and Peter's brother Gerald Meaden.

Each gives an insight to the life and times of Peter Meaden: his highs, his lows, how he would party nonstop for a three day

weekend, and longer, without sleep. His professional life and his personal life are encapsulated in I'm The Face. Peter Meaden was the ultimate original Mod's Mod.

From his tiny, sparsely furnished room in Monmouth Street London he built his own mini empire, from the very epicentre of the original Mod Mecca of Soho. A must read for anyone with an interest in the Mod scene and the 60s.

**Sarge**

So overall, the fit and aesthetics suggest that this is almost as much a work of art as it is an item of protective headwear. It's certainly my choice for vintage look with full-face protection. And yes, it has passed both DOT testing for use in America and ECE for road use in Europe, although a vintage look with full-face protection.

Out in the real world I'll be perfectly honest and say it's not as quiet as my full-face Shoei NXR helmet, although it is quieter than the Simpson car helmets which are also bought with style high on the agenda.

The Bullitt is comfortable though, at 1400g not too heavy, and of course it's cool. Very cool, but safe too. I'll just wear ear plugs more often.

Official prices start from £299.99, sizes range from XS to XXL, most retailers offer it with two visors (one flat and one bubble) and for more info visit [www.racefbx2b.com](http://www.racefbx2b.com)

**Andy**

## Oxford Lidlock

Another neat idea from Oxford is this little lock for securing your helmet and/or jacket to your scooter. It's not an ultra secure product by any sense, but it's dead handy if you're touring for example, and want to park up for lunch and don't fancy carting your heavy jacket and lid around town looking for a café.

Firstly there's a carabiner secured with a number combination. This can lock your helmet's D-ring to a luggage rack on it's own, or there's an adaptor to work with seatbelt type buckles. There is also a coiled cable which can be used to pass through the arm of a armoured jacket maybe. Simple and clever.

The cost is £12.99 and you should pay a visit to your local bike or scooter shop to find out more. [www.oxprod.com](http://www.oxprod.com)





## MISERY OF THE MONTH



When was the last time you gave your scooter a good check over? And I mean a **GOOD** check over. Mike of the Classic Nouveau SC in Leeds is a regular rider, distances too, and his Lambretta is quite a well known machine throughout the UK and Europe. What it isn't is a recent import, dug out of an Asian swamp and given a lick of paint before being sold mail-order to an unsuspecting Brit via an internet auction website.

However the other weekend, during the Derby 150 rally, Mike's Lambretta quite literally ground to a halt while riding the Cat & Fiddle Pass. He told me he felt something wrong so dethrottled and pulled the clutch in. With the bars

slowing coming back towards him as he did this, he managed to keep the scooter upright as it slowly sank onto the Tarmac, the underside scraping along the road until he finally stopped.

As you may have guessed, the main frame snapped, the dreaded rust slowly eating away at the main tube from the inside, around the area of the bridge piece.

So next time you give your scooter a check over, try and make sure you check the frame to make sure it's as solid as can be. If you find areas of rust elsewhere, then take that as a warning that further investigation might be a good idea. You know it makes sense. **Andy**

## BGM Airbox

Complementing the BGM Lambretta engine tuning parts is the firm's new air filter box. The box is based on a SIL air-filter box, but the neck is removed and a specially made inlet tube is hard soldered into the box. The diameter of this matches the diameter of the frame for higher airflow. The box is white powder coated. All the work has been done in Köln.

The delivery contains the modified and powder coated air filter box, BGM PRO mesh type air filter, powder coated air filter and the small parts that make a complete air filter box. The idea of the box is to give original optics and have a nicer induction sound compared to an open bellmouth or foam filter with nearly no power losses. The kit is an off the

shelf solution to replace your original air filter box. It retails at €129 and

is available direct from Scooter Center Köln or through the BGM dealer network.

[www.scooter-center.com](http://www.scooter-center.com)



## Fuel & oil Funnel

On our travels in Europe earlier this year, we happened to stop by a petrol station in Holland where we discovered free paper funnels (and bit like those for filter coffee) available for motorists purchasing oil there. What a good idea we collective thought, especially Gav who was nursing a Lambretta with a drive side oil seal that wasn't too healthy.

Anyway, lo and behold, a short while after returning to Blightly, this clever little thing turned up. A handy addition to any tool kit, Wunderlich's Folding Oil Funnel makes filling up with fluids a lot less messy. Made of a flexible oil- and petrol-resistant material, it takes up little space when folded. The funnel can be wiped clean and stashed in a tool box/roll ready for whenever it's needed next.

Granted, not so useful for Vespa engines, this fold up funnel is however idea for Lambretta owners who need a useful funnel device for topping up their gearbox oil. It's also a handy little thing to use in the petrol tank, if your scooter has single saddles

especially which on experience can mean aiming two-stroke oil from a bit of a height. Add wind and it gets messy.

So, getting our vote is the Wunderlich Folding Oil Funnel which costs just £6 including VAT, the exclusive UK distributor is [www.nippynormans.com](http://www.nippynormans.com) **Andy**





## BSRA Championship update

This year's championship started in Scarborough and the IoW is over so we are seven rallies in. It has been the most keenly contested yet and our biggest number of competitors. This year will go right to Bridlington to see who wins. Everybody ride safely and see you at Woolacombe. Lexham will not be there so find us on the Crusader Promotions stall. For those that complete the season we will be offering a brand new fully stamped card as a keepsake on receipt of your old card. Cheers, Ann & Rick

### A quick one with a couple of BSRA competitors

#### Paul 'Terror' Lyth of Stockport Crusaders SC

##### How long have you been riding?

Since 1991, I got into it because of my older brother.

##### What scooter are you using for the championship?

Vespa 152 L2 or Gilera Runner.

##### Have you managed to make every national prior to this?

I've been to as many as I could over the years but worked abroad a lot so not been possible.

##### Would you do it again?

Maybe, national rallies are the most important part of our scene but this just happened to be a good time in life so I don't know.



#### Scott Southan of Medway SC

##### How long have you been riding?

I've been scootering and a member of Medway SC since 1986.

##### What scooter are you using this year?

Vespa Rally 200 (won best original at IoW 2015) or my Vespa GTS.

##### What made you decide to enter?

Seemed like a good time and only ever managed all the nationals in 1991.

##### Do you think you will do it again?

Not sure, just nice to say I have done it.



## Tested Givi WP400 Bag

I've been using waterproof stuff-style bags for a while and some of them are great, but why is it that the one thing you need is always at the bottom and everything has to be dragged out?!

Well, the answer to this arrived just in the time for this year's Euro Lambretta touring trip in June. Givi's WP400 cylindrical bag is top loading, folded over and fastened in four places to make it waterproof. It has a 'fixing system' which basically means reinforced plastic straps to hook bungees (or preferably Rok straps!) through to fix to your scooter's rack.

It's also got a comfy (removable) shoulder strap which I used around the back single saddle for extra security. The Euro Lambretta provided an excuse to go touring for nearly two weeks. With different stops each night, this bag proved quick to remove and made repacking so much easier. The 40 litre capacity is the perfect size on a scooter and, although I do travel light, it accommodated my camping gear (apart from the tent) and clothing easily.

I've used this bag for every rally since and it still looks like new. Givi says it is 100% waterproof and I can confirm this after the Llandudno National Scooter Rally – if you were there you will know! I still pack everything in plastic bags 'just in case' but the Givi bag has not let in once, even while riding through some of this summer's heavy thunderstorms.

The only improvement I would make would be to install an air valve, like some other bags I've tried, but it is possible to force some of the air out while fastening the straps.

With the darker nights drawing in, the Givi bag's reflective inserts should come in handy as there are a few more rallies before 2015 ends. Search the internet and you can pick one up from about £55, and for more details visit [www.givi.co.uk](http://www.givi.co.uk)

Highly recommended.

Ann







# Trigger Happy

**A voice from the Young Guns SC**

There's two things I've always regarded as a sign that you're growing up. The first is having a full time job, and the second is owning your own home.

**I**'m fortunate to be fully employed at the moment, and having been sorting out a mortgage and viewing houses over the last few months, it has started to make me think, Jesus, I'm getting old!

For many of you, I'm sure flying the nest is a dim and distant memory. But for me it's a nerve-wracking reality. After all, who will have my tea on the table for me after work?!

Anyway, casting my mind back six long years to when I started my first job, as a parts apprentice at a BMW dealership, I'm sure it was my 'knowledge' of scooter parts that landed me the job... To be honest the world of work was a daunting place for a 16-year-old fresh from school; going to work five days a week you soon grow up. You're no longer a child; gone are summer holidays, gone are long sunny evenings down the park.

I remember worrying about what fictional items I would be asked to fetch; tartan paint anyone? Or how about a glass hammer? Surprisingly the dealership manager introduced me to alloy wheel repairer Johnny Woods, a former PM Tuning employee and classic Mini nut. It was quite a relief to meet someone like-minded, who actually had an understanding of the world of scooters!

On getting to know him better he told me about some of the custom scooters he'd worked on. He'd even fabricated the exhaust for the classic T5 TS1. It's a small world to be fair.

“I remember worrying about what fictional items I would be asked to fetch; tartan paint anyone? Or how about a glass hammer?”

To cut a long story short, Johnny was a life saver... I had my first 'off' on my T5 not long after being let loose on the road. I lost it on some loose stones while turning into the entrance of the dealership.

Johnny whipped the battered panels off and before I knew it he was comparing possible colour matches from the BMW paint catalogue. In a stroke of luck BMW Japan Red was the perfect match and my T5 was looking as good as new within a few days! I believe Johnny has ended up back at PM, which in my mind is probably a better use of his talents. And a blessing for scooterists too, I can assure you!

Starting work may be a nerve-wracking experience, but after all it is just a way to earn some money and fund our all-important scooter-related antics. And to be fair there's nothing quite like opening your first pay packet and having more money than you can spend! Well, until you actually gain some responsibilities or buy a Lambretta, and from then on your bank balance is f\*\*ked.

However, there's no responsibility quite like knowing you're going to be a dad (no, NOT me!).

BSRA winner Jamie Lawn explains: “I realised I was growing up when I found out I had a baby on the way! Going from being part of the BSRA championship winning club and regular rally-going scooterist to being a dad is crazy! I don't know where the time goes.

“Though I could never sell the scooter, it means too much to me; it's made me who I am. Rallies have had to take a back seat for a while, though I still ride it daily for work. However, I'm trying to find the time – and money – to get on some rallies again. The VCB rally in Kendal appealed and hopefully I'll be at Woolacombe!”

Despite the worries about whether tea will be on the table, I still think it's time to take the next step in growing up and find a place of my own. There's also the worry of where I'll be able to work on my Lammy. However, I'm sure the girlfriend will be more than happy with me stripping it down in the kitchen. Yes, we've brought a home of our own and now I'm on the property ladder. Now where's the saucepan to heat the baked beans gone...?

**Jordan**

## WHO ARE THE YOUNG GUNS

The Young Guns Scooter Club is an organisation for under 25s that formed a couple of years ago in a very modern way – online – when three young riders started their own internet forum. Since then the ranks have swelled, with over 300 members from across the UK and beyond, with a cross-section of scooting types that reflects the

variety of styles on the scene. For more info or to find someone to either ride to a rally with or meet up with once there visit <http://youngguns.team-talk.net> or search for the Young Guns on Facebook.





# Scooter Accident Essentials

Advertisement

## THE SEVEN THINGS YOU MUST KNOW ABOUT SCOOTER ACCIDENTS...

**T**he rules on making an injury claim changed on 1st April 2013 but there are still insurers and claims companies ripping off innocent accident victims. As a scooter accident solicitor for 25 years here is my essential scooter accident survival guide you cannot live without should the worst happen.

1

### ***Do not ring your insurer....first!***

Insurers only owe a duty to their shareholders to make profit. They know all about accident claims and will spot any opportunity to make money out of your case and this may be against your interests. Get even by calling an expert accident lawyer first for advice.

2

### ***Never ring a claims company!***

Claims companies only make money by either illegally selling your details to a solicitor or by taking money from your case. They cannot take your case to court as only a solicitor or legal practice can do that. If you call a claims company you are just giving away your money from your case for nothing.

3

### ***No win no fee is good for you***

Despite the press saying differently no win no fee means you will not face a legal bill if you lose and if you win you will only have to contribute up to 25% of your winnings towards your costs. This is a great system as your lawyer and not you is taking all the financial risk.

4

### ***Do not feel bad about claiming***

Insurance companies skillfully put out stories of fraudulent cases to make everyone feel bad about claiming. They do this to reduce the amount of claims and make more money for their shareholders. Don't be duped. If you have been injured it is your right to be compensated.

5

### ***Pick your own solicitor.***

Insurers insist upon you using their "panel" of solicitors. Why? Well most have a financial arrangement with them and chose them not because they are good but because they pay. They cannot insist on you using them so don't let it happen. Get your own lawyer who only has a duty to you not shareholders.

6

### ***Think it's your fault...think again.***

I have lost count of scooterists who have not claimed because they assume the accident was their fault as they were filtering, overtaking or riding in a group. Always check it out by getting advice from an expert. A call to me costs nothing and I am happy to talk it through even if it is just to put your mind at rest. Call me before giving up.

7

### ***The three year rule.***

When injured you must normally issue court proceedings within 3 years from the date of your accident or before your 21st Birthday if you had the accident when under 18. There are limited ways around this but it is always best to act quickly especially because if the police attended their vital report will be destroyed after 12 months. **Act now!**

### ***What now?***

If you, a mate or relative has been injured in an accident call me for free initial advice before you do anything else.

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# Back to basics and scooters, is this the future?

Comments via our Feedback pages and the dreaded internet have suggested that some within the scene are getting ever more disenchanted with certain aspects of it. But is this down to rider laziness?

**L**ike anything in life, repeat it too often and it can become mundane, but as the saying goes; 'a change is as good as a rest' and in my experience it enhances things no end. For a couple of years I supplemented my UK scooter miles to national rallies with frequent trips across the Channel to events in Northern Europe.

It was good while it lasted but for various reasons, the appeal dwindled. Some inevitably ran their course, others became almost as routine and so were due a break, while sadly a few simply attracted too many Brits with the wrong attitude.

'What is the wrong attitude?' I hear you ask. Well there have been some European rallies that have become so Anglofied that I wonder why some Brits are there. The draw for me was foreign lands, a variety of scooters, fresh faces, new DJs playing different music, and if you're lucky a programme rarely seen on our shores. What I don't want is the equivalent of a package holiday in Benidorm where all I eat for a fortnight is full English breakfasts and steak and kidney pudding, all washed down with a pint of Carling Black Label.

For me, one appeal of scootering when I first started back in the 80s at the tender age of 16 was social, but it was the scooters that held the major attraction of doing scooter rallies. I liked the look of scooters, the style of them and of course the riding. Through all this though I realised that the scooters were the hook. If it was just the music and social side, well I had that already with plenty of gigs to attend locally.

Back then – as I still do today – I remember the challenge of riding many miles on small capacity scooters, discovering new places, making new friends, and basically having lots of adventures. Yes it might sound very 'Enid Blyton', but since I started, I've not stopped, because there's always somewhere new to go, and something different to try.

Scooter rallies in the 80s and 90s are often viewed through rose-tinted spectacles, and my distorted memories of these were of eight to 10 National events in the year, a couple of European adventures,

“What I don't want is the equivalent of a package holiday in Benidorm where all I eat for a fortnight is full English breakfasts and steak and kidney pudding”

and then a few scooter club do's in the winter months where we kept in touch socially with each other over a pint or three at whatever pub, club or village hall had been rented that night. Some clubs had a Christmas do, others new year, some pre-season and others celebrated an occasional anniversary (not EVERY one!).

I reckon that spread was enough of the same so as not to get bored and leave a little room between dates to explore pastures new. Now the calendar is chock full of events that often seem a carbon copy of each other. Regular readers may even recall a letter a few months ago when a reader took the time to see how often the same bands were playing at various events over a year. The answer? Far too often!

But instead of complaining, why not do something about it? In Italy for example, scooter riding events have been more prominent on their calendar than the social type, and I'm not talking about a small rideout during a rally from the campsite to a nearby town or village, during which the locals line the street to wave at riders.

I'm talking about events where scooterists ride serious miles on specific routes throughout the day so as to complete a set course. Granted the weather in some

parts of Italy makes this a more inviting prospect on some days than others, but if you want to try something interesting, then why not? As you can read on page 50 this month, the Derby 150 was a great success among those who attended, myself being one of them. Equally, the simplicity of VFM's Strictly Scooters holds similar appeal for its back to basics, no nonsense, sit in a field and talk shit to your friends all day, the common denominator is that you all love and ride scooters. No tribute bands, no rideout, just a few DJs in the evening should you want to stretch your legs and dance.

I for one am always on the lookout for something new to do on my scooter, different places to visit, a new country to explore. For example, one thing I wasn't that interested in four decades ago was old-school scooter rallying – by which I mean navigational type of rally – but the more I dabble in modern equivalents and talk to older scooterists who did such things back in the 60s, so I'm intrigued to do more.

It's easy to complain and even get bored, but I reckon if you look at the options out there then you'll find plenty to keep you and your scooter happy for a long time yet.

Ride safe,

**Andy**

## ABOUT THE EDITOR

Since half pushing, half riding his first Vespa 90 home in the 1980s, Andy has consistently had an unhealthy interest in scooters. Riding them for both pleasure and commuting ever since, he first contributed to *Scootering* magazine in the early 1990s, progressing from part-time, to full-time staff member over the years, and then became editor in 2003.

He's ridden hundreds of scooters, classic and modern, from a 50cc Lambretta Luna to highly tuned Super Monza, and a 1946 Piaggio prototype of the Vespa, as well as snapping the stupidly long forks on an old Vespa PX chopper in Weston-super-Mare back when he was young enough not to care. Today his PX200 is fairly standard, and his Li Series 3 is a parts guinea pig.



# MAILBOX

Letters&emails&correspondence&questions&personals&thank-yous&comments&more

Feedback, Scootering Magazine, PO Box 99, Horncastle, Lincs, LN9 6LZ or [feedback@scootering.com](mailto:feedback@scootering.com)



## Thirty years of the T5

Good afternoon. I enjoyed the piece about 30 years of T5. This is a pic of my non-autolube version which I have owned for about 12 years now. With working digital rev counter too!

By the way, there is the tongue in cheek argument that the autolube version is a Mk.2...

*Regards, Carl*

## Quality Scootering

Just like to say excellent magazine this month; great features, great scooters, excellent rally reports. I especially like Iggy's last paragraph on the Llandudno rally report, well said. Keep up the good work.

*Andy, Coventry*



Lee Jenk of Liverpool SC reading July's edition of *Scootering*, while working on board a ship called *Seven Oceans* in Angola.

## Guernsey Imperials' Scooter Rally, July 2015

Perhaps one of the best things about the Imperials Scooter Rally is that Guernsey is serviced by only one ferry company, which only has enough space for a certain amount of scooters, which means not many people can come!

Why would we want that? Well, we want everybody to go home on first name terms and the fourth Imperials Scooter Rally was no exception. Just over 100 people from France, Jersey and the UK descended on the rally venue at L'Eree Bay, which also gave them the opportunity to explore the 24 square miles of island and 27 beaches Guernsey has to offer. A ride round the island, a few beers, some great local bands, some summer sun and of course a few more beers had people relaxing into Island life.

The entertainment kicked off on the Friday night with the Last of the Light Brigade belting out classics from the 60s through to the present day, and the evening ran through until the early hours with some superb DJs including UK favourites Gary Crickmore and Skalistic.

Everyone awoke bleary eyed on Saturday and after a morning by the pool were ready

for the ride out around the island. On arrival back to the hotel the traditional rally meal was dished up and the wine began to flow. The Burton Brewers arrived, proudly sporting their printed 'Guernsey Rally' T-shirts. Someone advised them that the correct spelling was in fact 'Guernsey' and one poor lad left in charge of purchasing the club merchandise took a barrage of abuse from the rest!

The all female singing group, the Blondettes, started the evening's proceedings with a mixture of Motown and soul classics leading through to the Devotees who played a fantastic two hour set that kept the crowd dancing away until they could drink no more! As usual, the French contingent whipped out their 80-year-old Calvados which added to the confusion (and the following morning's hangover).

Some went home on the Sunday, some stayed until Monday, others stayed on another week. One thing is for sure, everyone left on first name terms, loved the hospitality and the something totally different that the Guernsey Rally offers.

*Jason*



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# MAILBOX

## CONGRATULATIONS



**Congratulations to Yiorkos and his bride Athanasia from Vespa Lambretta Club Larnaca, Cyprus, on their recent wedding (from Stefanos Papadopoulos).**



**Congratulations to Dale and Victoria Howe who were married on the Saturday of the Isle of Wight scooter rally.**



**Congratulations Kev and Vicky Earley of Devizes Sweet Sensation SC who were married recently, from your clubmates.**

## The debate goes on...

I first started to ride scooters aged 16, I am now 65 and retired (incidentally, there were a number of four-stroke and automatic scooters available in the 1960s, so they are certainly not a new concept). I currently own two classic geared Vespas, one of which I keep at my daughter's in Southampton, in order that I can ride the south coast when I visit. Being retired affords me the time to ride around 10,000 miles a year, both alone and as a member of two local clubs.

Last year I purchased an AJS Modena and have since covered over 3000 miles on it. I have attended several rallies on the Modena and it has attracted a lot of attention, but no disparaging comments have been heard from other scooterists either classic or modern (at least not in my presence).

Now, to the crux of the matter. There are currently more active scooterists than there are classic scooters available for them, also, is it reasonable to expect newcomers to the scene to spend the price of a small family saloon car on a 50-year-old scooter with dubious reliability and performance?

Many classic scooter owners spend thousands of pounds to give their machines the type of performance and reliability of a modern scooter. The scooter scene can only survive by embracing and welcoming the new, be it both riders and machines. *Scootering* is not the sole preserve of old classic scooter riders, both the Veteran Motor Scooter Club and Lambretta Club of Britain offer membership to riders of modern machines.

Remember the dinosaurs? They died out. I have no axe to grind. I own both old and new, ride old and new and love old and new. They are different of course, but I am a scooterist and I would ride a broomstick if it had two small wheels and the engine at the back.

**Paul Nicholls**  
*North Staffs Jesters Scooter Club,  
Stone Scooter Club. Stoke on Trent*

## Completing NOVA

Just read the above article in the September edition, very good it is too. After recently going through this process for the first time myself I thought it might be useful to mention that it is most important to send original documents to the DVLA and not copies i.e. MoT, LCGB verification etc. This caught me out and slowed the process considerably. The other thing worth mentioning is that although I gave the DVLA my mobile number and an email address should they need to contact me they insisted in doing everything by surface mail, also slowing things down.

**Martin Brooks**

## Like I've Never Been Gone

I'm back! I got my first scooter in 1964, an 80cc Raleigh Roma – they were cheap and all I could afford. Took my test one morning and set off that afternoon on a 300 mile round trip with my girlfriend riding pillion. Later I joined the Lowestoft Phantoms club and the East Anglian Scooter Association. Memories – quite a few.

## Non-indicator P200E

Just want to congratulate the staff on the article about the P200E non-indicator 6v electronic Vespa. I have one and was sold it in May 2004. The reg. is BRN 81R, chassis No. VSX1T1873XX, engine No. VSE1M00406XX.

A genuine very early one, it's white as I purchased it but the original colour is grey which is as it should be; 1977 frame and, I believe, a late Rally 200 engine. I took it off the road a couple of years ago but am now in the process of getting her in order and back on the road.

The only thing the article didn't point out is that this Vespa is rarer than the Lambretta GP200 Electronic. As soon as the P2 is on the road I will let you know.

Kind regards,  
**Mark**



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## Waterproof Bags

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At a scooter rally in Lowestoft they had a timed ride through an area of undergrowth. For most of the day I was the fastest over the course on my little three-speed Raleigh until the then secretary of the British Lambretta association was hacked off with the kid on the toy bike and demanded someone get him a 200GT so he could take the honours. On another occasion we rode 40 odd miles through heavy snow to play an inter club football match in heavy snow and then rode home in the same weather. I hated football and still do!

But now I am back! Some 50 years after taking my test I have bought a new LML, not what I really wanted but all my pension would stretch to! I am loving being back in the scoot world.

Loving the mag – back in the 60s I used to read a scooter mag every month, it was in black and white and was A5 format.

Cheers,

**Bob Colman**



The August edition of *Scootering* magazine being read by Domenic Haynes of Reading while on a four day Inca trail trek to Machu Picchu in Peru. The photo was taken at Warmiwafusca (Dead Woman's Pass) some 4200m above sea level.

## Hi Scootering

I wanted to drop you a note to let you and fellow readers know about a gem of a scooter service and repair outfit based in Lambourn near Hungerford, RPM Scooters. Run by Doug and Andy they really know their stuff and have worked wonders on my SS 180 which had a number of niggling backfiring issues after a less than satisfactory restoration undertaken elsewhere.

The guys at RPM just couldn't do enough, collecting the scooter and returning it for free on what is an 80 mile round trip. I was kept informed all the way through their investigations and they managed to resolve an issue that had eluded the previous repair outfit in the past. My Vespa is running sweeter than ever now thanks to these guys who really do know the meaning of 'good old fashioned service'. Thanks guys.

Regards,

**Roger**



## PERSONALS

### On behalf of Scouse Steve

**McKinnon's** wife Claire, sister Sharon and the family I'd like to thank the two hundred plus riders that formed the cortège and escorted Steve on his final ride. Also the further two hundred that were waiting at the Gilroes Cemetery in Leicester to greet him with rapturous applause as the Lambretta-drawn hearse arrived on the concourse in front of the East

Chapel. This was filled to capacity for the service, as was the extended viewing room with large screen and more than a hundred mourners stood outside. Steve died in hospital on June 8 following an alleged assault that took place on June 6 in Leicester and he was finally laid to rest on Friday, August 21, to the sound of hundreds of Lambrettas and Vespas. Once again thank you to all who have supported

the family by way of kind words or donations made on the Gofundme page or in person at one of the many rally collections organised on the families behalf. Mitch (Steve's brother-in-law)

**Nowhere To Run To SC** meet at the Lock pub Wolverley, Kidderminster at 10 am on Sunday morning all welcome contact Tim Lench on 07554613476 or email [timtheskin.tl@gmail.com](mailto:timtheskin.tl@gmail.com)



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# The Spanish Barber's Lambretta





Adrian is a 34-year-old bloke from Alicante in the sunny South East of Spain. He likes Crossfit and Skrillex, both of them weird and daring to me. Not keen on reading (apart from books on how to rebuild certain engines) or films with the exception of action thrillers, he's recently become a captain and owns and sails a Catamaran. Summarising, he'd have nothing to do with me (or some of you) if not because of his passion for Lambrettas. And this is one of the most beautiful things of this scene. (Félix Dominguez)





If the name of the rather stylish looking custom scooter isn't clue enough, the abstract and disconnected trim to the side panels clinches it. Adrian Llinares Terol; builder, owner and rider of the Spanish Lambretta, is a barber. He cuts, styles and creates masterpieces to match his customers' requirements.

Adrian's interest in scooters has been for a relatively short period, relative being the operative and applicable word. Eight years ago his brother arrived home with a Vespa he'd bought for practically nothing.

Since that landmark point it's become something of a family affair, a watershed moment, as it awoke a mutual enthusiasm for scooters that none of them realised existed until then. When his brother sourced and turned up with a Serveta Jet 200, he initially thought it was a strange and odd version of a Vespa. He's learnt a lot in a short time, and now his brother, his father and Adrian himself are well and truly hooked by the scooter habit.

After taking over ownership of his Lambretta from his father, via a couple of transformations, Adrian set about turning his scooter into its current incarnation. Inspired by a heady concoction of a vast and varied range of custom machines he'd seen in person as well as featured in magazines – including *Scootering* – he embarked on what became close on a two year project, with the vast majority of the spanner work carried out personally.

Adrian had an outline vision of how he wanted the end product to look and perform. Obviously by asking the right people the right questions alongside checking through a host of advisory online sources, he accumulated all the engine, running gear and bodywork upgrades and performance enhancing items required. It was an approach he repeated to improve, uprate and enhance the engine, which saw what was initially a basic Spanish 150 motor transmorph into what, by comparison, is a fire-breathing beast of a tuned 250 power unit.



**Below:** The air-intake on the flywheel is by TNT and originally designed for a modern auto scooter.







**Above:** All engraving is by the owner, both showing his talent and saving a few euros to spend elsewhere. **Below left:** PM Tuning anti-dive twin disc brake set up.



## SCOOTER DETAILS

**Name of scooter:** Barber's Lambretta

**Model:** Scooterlinea SX-150 (1976)

**Inspiration for project:** My inspiration was a cocktail of all custom scooters that I had the chance to admire in *Scooter* mag, and my job.

**Time to build:** A few years, I built it myself.

**Frame modifications:** One-off piece welded in the back of the 'tailor made' seat, rear light unit modified and welded to frame, rear air inlets in side panels.

**Specialised parts:** Wide wheel rims with Conti Twist tyres, PM Tuning twin disc anti-dive drum and disc link, BGM front dampers with progressive springs, hydraulic rear brake, modified Yamaha R1 rear shock, TNT air inlet in flywheel cover, 16 litre tank, reserve LED indicator, Halogen front light unit, BGM rear LED light unit, fast throttle, rear brake pedal, custom kickstart, twisted centrestand.

**Engine:** RB 250 engine, transfers opened, Dellorto VHSB 34 carb, Li 150 gearbox 17/46 with 81 link chain, boost bottle, lightened AF crankshaft, AF 'Liedolsheim' 46 teeth seven-plate clutch kit, NK Race exhaust, Pulmon Malossi, Varitronic electronic ignition...

**Is the scooter reliable:** Very!

**Paintwork & murals:** Base paint is pearl white combined with cyan blue candy done by Ironcars. Logos and details by Tom Rock.

**Engraving:** By owner.

**Hardest part of the project:** Getting the speedo to work accurately. It was also very difficult to cure the vibration I had in the rear brake.

**Advice for anyone starting a project:** Think twice before deciding, have patience and a full wallet.

**Anything still to add:** I'd like to install drop bars, digital speedo and rev counter integrated in the handlebar, temperature sensor...

**With hindsight, is there anything you would have done differently:** There's been a few times that, only cos I wanted to do it very fast I did it wrong and had to do it twice.

**Favourite dealer:** Scooterist Factory, Lambretta Locomociones, ASM Scooters y Scooters Classisc Oils.

**Thanks:** To my wife Pitu, for her patience. I love you!







Something missed by some when building a quick scooter is that stopping power is just as important as power output, but here we have a rear hydraulic disc brake that complements the hydraulic outboard front disc brake. There are also all manner of extras that work in perfect harmony together; again a quick look at his spec sheet responses gives a full list of the various improvements bestowed on his Lambretta.

The scooter's livery is one area where Adrian commissioned the talents of specialist and expert know-how, enlisting the services of Ironcars to provide the striking combination of pearl white and clan blue candy paintwork. This provided the perfect canvas for Tom Rock to work his magic with the logos and specific details.

As for the brightwork as well as the engraving, the former was partly done by Adrian, while the latter is all his own handiwork. Steady hands with scissors in his day job undoubtedly gave him the confidence, and skills, to carry out the intricate engraving on the crankcase and exhaust as well as other selected brightwork items. As one-off specialist items adding both uniqueness and style to his creation, the blended seat, rear light unit and air intake vents on both side panels are worth mentioning.

Future plans for The Barber's Lambretta may include a set of drop handlebars plus a digital speedometer, as a decent, accurate tachometer is something that thus far has eluded Adrian.

That apart, he is more than happy with the end result of what is his own work, albeit it took him three attempts to get it just right. To paraphrase certainly barbers here in the UK, and presumably elsewhere in the world too, Barber's Lambretta is not only 'something for the weekend' it's something for everyday use too!

**Sarge**





## OWNER DETAILS

**Name:** Adrián Llinares Terol

**Job:** Gentleman's hairdresser.

**Scooter club:** Lambretta Club Spain and Scooter Club Alicante.

**First scooter:** Vespa 150 Sprint 1967 from my brother, restored by my father, brother and I.

**Favourite model:** All Series 3 Lambrettas.

**Favourite style of custom scooter:** Custom, racing, café racer, street racer, rat...

**First rally:** I think it was 2nd Valencia Rally in 2007.

**Favourite rally:** Lambretta Jetset rallies, organised every other year by the Lambretta Club Spain.

**How could the scooter scene improve:** I'd leave it as it is (at least in Spain) and let it roll by itself, with its essence. Scooterist scene is what it is, like it or not.

**Funniest experience with a scooter?** One day I was stopped by the Guardia Civil. But the guys only did it to tell me they didn't like my Lambretta. Generally, I've had many good experiences with my scooters, but mostly when I ride with across the mountains and race against each other. This is real fun.

**What do you like about rallies/events:** To see friends, ride together and meet new people.

**Who first inspired you in the scooter scene:** I have to acknowledge here my brother and Nacho Marvá (vice-president of LC Spain and a great friend of mine). My heroes will always be Javi and Esther from Scooterist Factory, they built the best Spanish scooters.



**Right:** Rear disc brake adds to the stopping and handling improvements of this scooter.

**Below:** A digital speedometer and temperature gauge are high on the shopping list for this Lambretta.





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*Scooter* magazine: scene but not herd.

*Andy*

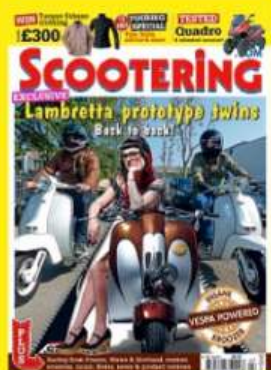
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# Russian Roulette

## Vyatka VP150 vs Vespa GS150 VS5

LOCATION: BERLIN

DATELINE: SUMMER 1961

A RUSSIAN SPY PURCHASES DESIGNS FOR A  
NEW VESPA FROM AN ITALIAN AGENT...









## THE RUSSIAN



Ivan Yogurtski was a top KGB spy based in East Berlin. So senior, in fact, that nobody dared question why he chose to ride the Vyatka scooter wearing a MiG fighter pilot's helmet. He thought it looked cool and his colleagues knew this pin-pulled grenade of a man would kill anyone who begged to differ.

Yogurtski gave little thought to the border. In these last months before erection of the Berlin Wall the division between East and West remained leakier than a Vietnamese-made petrol tank. By bribery, his contacts would smuggle him through in a van.

Once in the western sector, Yogurtski expected to ride around freely on his scooter. His was the fastest around thanks to a cylinder conversion by famous Siberian two-stroke tuner Petski. In his head the Vyatka VP150 was such a perfect Soviet copy of the Vespa that nobody would notice that it wasn't manufactured in Italy, but was in fact a new communist clone.

'What perfectly ironic transport to make this meeting', he thought as he put-putted through the cobbled streets.

This was truly industrial espionage in style.

## THE ITALIAN



Italian embassy official Franco Cattivo busily made his final preparations for the rendezvous. Communist sympathies may have caused him to spy for the Soviets, but it was capitalist hard currency that really motivated him.

Cattivo had done everything as instructed. He organised the theft of drawings for Piaggio's forthcoming 150cc Sprint model. Then he'd had them smuggled to West Berlin hidden among the ambassador's monthly delivery of Ferrero Rocher chocolates. Cattivo knew the Russians were already making replicas of his beloved Vespa, but this updated design would give them important new technology. Rotary valve induction required half as much two-stroke oil and used considerably less fuel.

'Less petrol in the tank, more left for the crazy Russians to drink,' smirked Franco to himself over a Martini. Franco's Russian contact initially suggested a dead-letter drop with no personal contact, but Cattivo wasn't satisfied with that. This would be his last transaction before being transferred to another embassy. It was cash only; deal or no deal.

Cattivo's only other strict requirement was that the exchange was done subtly. The last radio transmission he sent to his handler read; 'Grey Squirrel (Franco's code-name) – would arrive to meet Red Fox on his Vespa'.

Sadly, this message lacked clarity, and the KGB's translator, Nika Googleski, took it that it was Red Fox – the Russian agent – who was expected to arrive by scooter.



## THE EXCHANGE

In Franco's head, taking his precious GS150 VS5 on the drop meant that the deal could be done quickly. With the Vespa he could nip through the West Berlin traffic without any chance of being followed.

However, when Cattivo pulled up behind the cottage a terrible sight greeted him. This meeting would be anything but subtle.

*"Why you come on a scooter as well?" gasped Franco, in a comedy approximation of English (but not as comedy as you'd hear in Dudley for instance).*

*"Comrade, in your instructions you said to come by Vespa, so I did!" replied Yogurtski.*

*"That is not a Vespa! What-a bloody hell have you done to it?"*

*"This is Vyatka my friend. Like Vespa but improved. Soviet engineers make better in every way; bigger wheels, bigger headlight, thicker steel."*

*"No, issa ugly!" snapped Franco. "Vespa is-a sculpture. It has-a curves like the dome of a cathedral and balance like-a Samurai sword. Yours is a disgusting fake. I cannot give these plans to you because you Russians will abuse them and make*



*something hideous, if-a slightly more practical. Never will someone in Pontedera design anything so squared or ugly."*

*"We'll pay double," replied Yogurtski, already prepared for this sort of trouble.*

*"Okay, forget I said anything," offered Franco, handing over the microfilm. "The Germans have no style, they'll probably not even notice the difference, but tell me, why the silly crash helmet?"*

## THE KILL



The smoking Makarov pistol was back inside Yogurtski's jacket before Cattivo's body hit the floor, weeping blood from a new hole between his eyes. The Russian calmly picked the money from Franco's outstretched hand. Even without the insult about the shape of his helmet there was never any intention of paying the Italian. Franco's employment was terminated in the most definitive way.

The gunshot however had spurred the West German police into action. It is worth noting that this was during a short period of experimentation, when West Berlin's cops were equipped only with Messerschmitt KR200 bubblecars.

## THE CHASE

Yogurtski remained calm even as the police rounded the corner. He knew that his tuned Vyatka would easily outrun their puny engines and dubious handling characteristics.

He snicked the Russian Vespa clone into first gear. The powerful Petski-tuned engine made the front tyre paw the air as the scooter immediately accelerated away from his cabin-roller pursuers.

Suddenly there was a bang and a screech as the scooter engine locked and the tyre skidded to a halt.

In no time the bubblecar plod were all over him. The game was up. Ivan looked down in dismay at his previously reliable engine and said... "I would have got away with it, if it wasn't for those Petski kits..."





## VYATKA VP150

**Owner:** Simon Bruce

**Scooter club:** Cambridge Vespa Club (VCB Branch 10)

**Favourite and worst rally:** I have been attending the Vespa World Days events since 2007. My Favourite rally being VWD being Zell Am See in Austria 2009. Worst Rally has to be VWD London in 2012. I also attended a rally in Pasir Gudang in Malaysia back in 2013 and was treated as a VIP. Farthest ever ridden on a scooter: from Cambridge to Mantova Italy for VWD 2014. And I rode home in two days, one day covering over 1000km in a day's riding a standard PX200

**Name of scooter:** Oscar/The Russian

**Time to build:** May 2011 till April 2015.

On my way home from the Island on August 27, 2012, I had a bad accident and both myself and Oscar were damaged. I had to have just over four months off work due to my injuries, and Oscar had to be stripped down and rebuilt.

In 2013 I left the country for seven months to travel overland across half the globe, so Oscar had to sit in the shed waiting my return. Once he was repainted again the knight in shining armour that is Paul, put Oscar back together again.

**Frame modifications:** All modifications are by Paul. Bodywork cut out so that PX carb box doesn't foul. Frame cut out and rewelded to allow for the larger/different position of the PX barrel and head. Centrestand, so that scooter doesn't fall over when on the Isle of Wight Ferry. SIP swingarm adaptor. New SIP front and rear shocks.

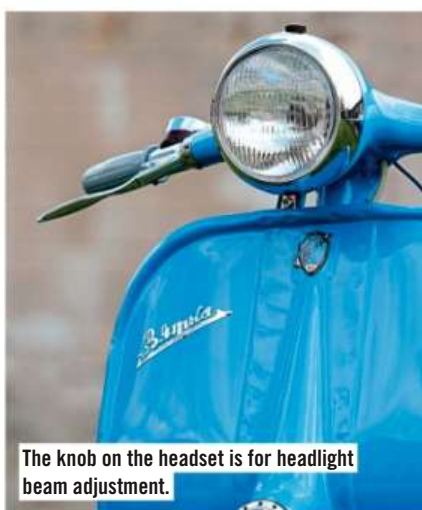
**Specialised parts:** Carb box engineered so that it doesn't foul on the frame when the scooter is under load. Rear brake adapted to allow for the centrestand. Pinasco exhaust adapted and cut/rewelded in several places to allow it to fit.

**Favourite dealer:** For this project it has to be SIP and Scooter Centre Koln, shame there is nobody as good as them in the UK. But for other projects it has to be Cambridge Lambretta, as Trevor often has doughnuts on the counter.

**Thanks:** The biggest thank you goes out to Paul who did all the hard work, and had all the good ideas. Thanks to my brother for the loan of your van on numerous occasions to ship parts around.

## NOT JOKING

Simon added the centrestand (replacing the right-hand sidestand) and spare wheel carrier.



The knob on the headset is for headlight beam adjustment.



The star mudguard crest was abandoned later in production.

Of course the previous story was a work of complete fiction leading to a particularly corny punch-line, which will only make sense to Scooby-Doo fans. Incidentally am I the only person that wanted to wheel-spin a scooter on Scrappy-Doo's face?

I digress. Of course the one important sausage wrapped up in this bunkum bun is that the Vyatka is indeed a Russian copy of the Vespa, made entirely without the permission or licence of Piaggio. Quite exactly how the Russian firm VPMZ arrived

at the design for the VP150 remains something of a mystery despite the detective work of the Svenska Skooterklubben (*Scootering* #180).

Given that the basic design is largely a copy of the Vespa you can only assume that they managed to acquire at least one full scooter and possibly some drawings as well. If you intend theft of a massive company's intellectual property then it really is a small step to steal at least one or two scooters as the basis for copying.



KAS Racepaints replicated an early two-tone Vyatka factory paintjob.





Simon has fitted a SIP spring and damper to firm the ride.

The VP150 is actually a hybrid of a couple of different Vespa models, with the chassis seemingly based on the 1955 Vespa GS150 VS1, with its 10in wheels, while the economical engine and some other features were pinched from the 1954 Vespa VL1 'Struzzo'.

In actual fact, the VP150 features many special modifications aimed at making the Vespa design more suitable for use in the harsh climate and rough roads of the USSR. Rather cheekily, the Russian motorcycle design R&D bureau – SKEB of Serpukhov – was credited with the 'design' of the Vyatka.

Unique features include extra-wide forks and mudguard to accommodate 4.00-10 tyres as standard – far wider than any conventional Vespa – and an enlarged headlight for improved visibility.

What is harder to spot is that the entire vehicle is a few percent bigger in most dimensions than a Vespa, and is made from thicker steel. Rather than a straight copy, this is a vehicle crafted for its environment.

"It's like they saw some photos of a Vespa and built it from that," explains Simon, the current owner of this particular Vyatka.

VPMZ was the company given the task of putting the Vyatka into production as part of the communist grand plan for mobilisation. They had absolutely zero expertise in vehicle production. Previously they'd made armaments, sheep shears, ice skates and gramophones. More than that, they had none of the press tools needed to stamp heavy sheet metal until some were obtained from the DDR and only one of the 10,000 workers had a motorcycle licence.

Despite this capability gap the VPMZ workers managed to cobble together 10 working prototypes demanded by the government to be displayed at major Russian cities.

The announcement by the Russian news agencies of 'their' new vehicle in September 1956 naturally gave no mention to Vespa or Piaggio. Once the news leaked internationally – as VPMZ started to export to other communist states – it brought a furious response from Pontedera.

Despite making protests about the flagrant copying at various international

motor shows, Piaggio was unable to take any action against a government-sponsored firm manufacturing on the other side of the Iron Curtain. I'm sure the Russians viewed the angry Italian posturing with much amusement. After all, what did they propose to do about it, start a war?

Even 70 years later there doesn't seem to be much change in Russian foreign policy.

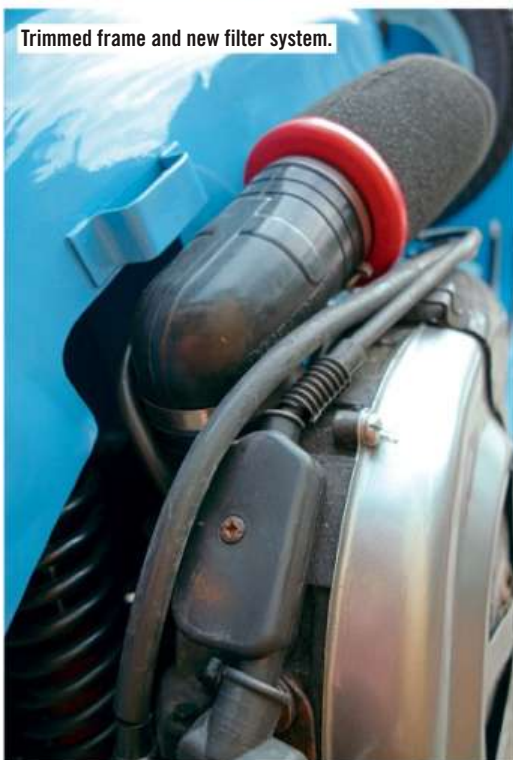
## CLONE WARS

For a time the VP150 went on to become the most-produced two-wheeler in the Soviet Union. After humble beginnings of 1668 built in 1957, VPMZ ramped up production. They celebrated their 100,000th Vyatka in 1962. Production ended in 1966 with VP150 chassis number 290,467. That's a hell of a production run for one model of one capacity.

By 1966 the VP150 had been through many small updates but was largely unchanged, however by this stage the Russian engineers thought they knew what was wrong with the design and how to improve it. The Vyatka needed more suspension travel, better brakes and more room for the passengers.

The solution was the V150 M: a bigger machine with a central engine and chain drive in the style of British or German scooters, but still powered by an outmoded Vespa derived engine from the mid-1950s. The V150 M might have been better for the job in hand, but it weighed more and certainly did not look better than a Vyatka, let alone a Vespa...

## THE ONE THAT GOT AWAY



Trimmed frame and new filter system.

By enormous coincidence I very nearly ended up buying this very Vyatka back in 2011 for *Scotering's* £1000 Custom-Scooter Challenge. I spotted it for sale on eBay by a guy in Sheffield, but in need of some work and I simply didn't have the budget for it. Instead I ended up with another Soviet missile in the form of a three-wheeled Muravey scooter trike. Look up 'Muravey Movie' on YouTube if you've not seen it.

Instead Simon – from the Cambridge Vespa Club – bought the Vyatka for a good price. He promptly set out to do exactly what I would have done; hacked it about to fit a much more practical and reliable PX engine. Simon agrees that there's not much point in owning something if it isn't going to get ridden.

Being based on an early GS150 the Vyatka uses a 'wide-frame' chassis which utilises an entirely different engine mounting system to later large-frames. However, the demand for performance upgrades to early wide-frame Vespas means that various firms

(including SIP) offer engine mount conversion brackets to enable modern motors to be slotted into older models.

'Slotted' perhaps underplays the work involved in a PX engine conversion which also requires trimming of the chassis and the PX carb box to obtain sufficient clearance for suspension travel. On Simon's Vyatka the frame also needed cutting and welding to provide clearance for the cylinder fins of his Pinasco-kitted PX125 engine.

All this work – and much more besides – was carried out by his multi-talented friend Paul who has developed his own solutions for wide-frame-PX conversions. The problem of supplying clean air to the stock PX carb, when you can't use the original carb box or filter, has been solved by fitting a Pinasco bell-mouth to the carb and then fitting a Lambretta breathe-sweet hose and filter to the bellmouth. Along with a cut-and-shut PX Pinasco exhaust, Simon's Vyatka now performs very well.



The gorgeous white GS150 VS5 belongs to Sacha from the Oxford Roadrunners SC. For many, the VS5 – with the earlier GS external control cables now tidied into the headset – is the epitome of Vespa style. What the GS retained is curves in abundance, not just on the sidepanels but also in the aerodynamically swept-up floor inherited from the Sei Giorni competition specials. While Piaggio may have made bolder and more powerful scooters in the 1960s, I'm not sure if they ever got the styling quite as 'right' again. Certainly the Russian attempt looks completely out of proportion by comparison.

Sacha decided to refurbish the GS with a new paintjob in Piaggio white complete with race numbers inspired by the Sei Giorni Vespas. Unfortunately after having racing numbers applied to both panels Sacha realised it looked a little like a ladybird from behind. Now only one panel bears the No.9 graphic and it looks better for it.

## BREATHED ON

When Sacha purchased the GS in 2007 he was prepared to answer the inevitable lack of performance by doing a PX engine conversion, just as Simon has. What he was not prepared for however, was the silky ride of the standard engine with its optimum 'square' configuration of 54mm stroke and 54mm bore.

"It was slow but it was ultra smooth so I wondered about just trying to get more performance out of the original engine. I spoke to one tuner who told me that you couldn't do anything with the GS motor. Of course that made me even more determined to do it."

First stop was with Jerome of Readspeak Scooters who initially suggested relining the cylinder to allow for completely modernised porting. However, a peak inside the engine revealed that a change of cylinder head should be the first step. Jerome pointed out

that the original head was best suited as a receptacle for breakfast cereal.

As a solution Jerome machined one of his blank centre-plug cylinder heads to suit the GS motor and tweaked the cylinder porting. Together with gutting the standard exhaust and making a needle for the carburettor the engine now gave 10hp on the dyno. To put that in perspective, that's a mildly tweaked 1950s 150cc Vespa putting out almost the useable power as a Vespa PX200.

"At that time there wasn't a lot of tuning stuff available for the GS but now there's a guy called Andreas Nagy who has been doing a lot of development for these original engines. He's made a box tuning pipe which performs really well. I think there are 60mm cranks too, but it goes well enough for now. I might get one if I blow it up."

Traditionally the older GS Vespas are supposed to be run on 5% or even 6% two-stroke mixtures; which should get you a loyalty card for your chosen oil company and a cloud with your name on it. Using lots of mineral oil in your fuel also promotes plug



Sacha's GS looks stock apart from the exhaust and centre-plug head.

whiskering and poor starting; particularly with original GS ignition systems which rely on a battery for their ignition spark.

Sacha wasn't having any of that. A Vespatronic ignition not only cured the flaky ignition system but also improved the lights no end. As for oil mixture, he sticks to his favourite brew: Rock Oil Groundsman semi-synthetic at 4% ratio which he uses in all of his scooters; of which this is the slowest...



## VESPA GS150 VS5

**Owner:** Sacha Freeman

**Scooter club:** Oxford Roadrunners

**Engine:** GS150 with one-off billet centre plug head by Readspeak, Andreas Nagy modified SIP road pipe and Vespatronic kit. Dyno tested at 10hp (before pipe and Vespatronic).

**Paintwork:** Piaggio white, done locally by Derek Landowski.

**Overall cost:** Including buying it, just short of 5k.

**Favourite dealer:** Readspeak, Retrospective Scooters and the legendary Ralph Saxelby.

**Thanks:** The guys at Readspeak, Retrospective Scooters, Gary at Allstyles Scooters, Andreas Nagy and my lovely Emma for putting up with my tinkering on the scooters.



## OXFORD VS CAMBRIDGE

So of the two methods of peppering-up prehistoric products; which is better?

In terms of performance Simon's kitted PX conversion is far faster with a top speed of around 70mph. Only aficionados will spot the engine swap thanks to the use of a retro-style flywheel cowl and kickstart specifically made for the PX motor. That said, all the cutting and shaping under the body make this conversion a one-way ticket. If you aren't bothered about those issues then the PX conversion is clearly the more practical proposition.

Sacha's GS meanwhile both looks and sounds like it is supposed to, albeit with 30% more power and acceleration that stock. Admittedly only now this it has been tuned will it reach the 'book speed' of 60mph, but Sacha is long enough in the tooth to realise that there's more to riding enjoyment than pure speed.

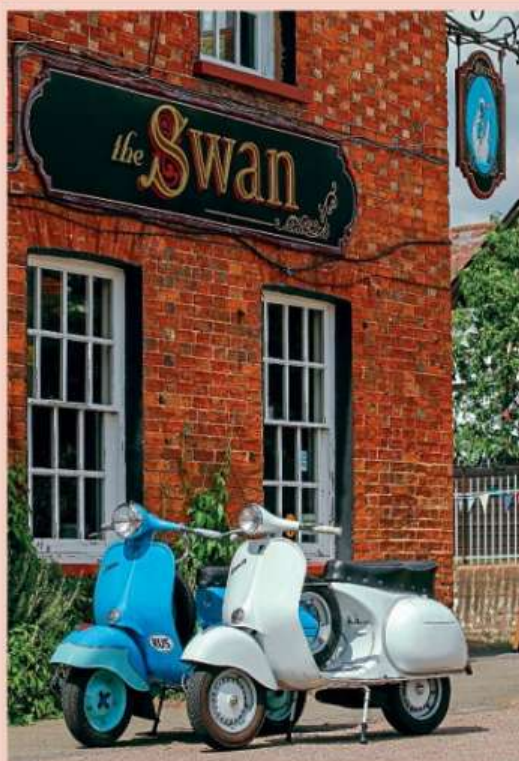
"I rode it home from the Modrapheniacs rally last year. Despite it being my slowest bike I did the journey in the quickest time. It's just a case of the tortoise and the hare."

**Sticky**

**Additional pic by Simon.**



## SIDE BY SIDE



**Top left:** The Swan and the Ugly Duckling. **Top right:** The Vyatka is wider in both legshields and mudguard than the aerodynamic Vespa GS. **Above left:** The Vyatka wins in practicality terms with a larger fuel tank and factory-fitted rear rack. **Above right:** The fuller GS150 VS5 sidepanel is a work of art while the Vyatka is workmanlike.





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## PERPIGNAN 2015

I enjoyed the journey. We had got up not too early and not too late and entered into our autopilot routine of a brew and packing the scoots. We said our farewells and set off on the coast road under the first blue sky of the weekend. The rally was in Banyuls sur Mer, about 40km south of Perpignan.

It was the 30th Perpignan rally organised by the Palmarium SC and my third, none of which have been in Perpignan!

**T**he road wound up and down with the Mediterranean glistening on our right and the dry barren hills of the Languedoc to our left then on to Perpignan and up into the forests of the Pyrenees. The only thing I enjoy more than two T5s negotiating mountain roads is three T5s and during the less challenging sections I had time to reflect on what had been another superb weekend.

The €30 ticket included two nights' entertainment, two breakfasts, lunch on Saturday and free camping but two days before the rally a Facebook message went out telling us that the regional government had announced a blanket ban on camping at municipal stadiums.

The club had acted fast and arranged a reduced rate of €8 for weekend ticket holders at a campsite so when we arrived it was straight to the main venue to get our wristbands and a goody bag which included a Palmarium 'Palma a Go-Go' cup of the type much favoured at festivals and a cold can of beer [nice touch].

The area of the campsite reserved for scooterists reminded me of some of the worst rallies in the Eighties and after our wet and windy journey we spent the night under flapping canvas as pegs popped out of the rocky ground. Before that we had walked down to the venue to watch Gentleman's Agreement who played a tight set of Hammond organ driven beat music followed by three English DJs Deka, Andy Belwood, Paul Ridley and residents Fast





## RESULTS

**Best of Show:** Ricky SKA SC  
**Best Lambretta:** Marc Tarius  
**Best Vespa:** GS 150  
**Furthest Travelled:** Pablo, Valencia



Eddie and Sebastian. Although Sam and I opted for an early night I'm told festivities continued until 5am.

On Saturday the rain held off and we all gathered on the seafront under cloudy skies to display our diverse collection of classic scooters before we set off on the ride out. I don't want to enter the geared/auto debate but 250 geared two-strokes riding up a switchback single track road into the mountains is a joy to the senses.

At each bend you could look up to see a line of scooters winding its way to the sky while below us the sea looked scarily further and further away. Our destination turned out to be an old monastery converted into a walkers' hotel where in the courtyard the club had prepared a huge fideua which is a paella made with noodles. Soft drinks and beer were available first at a table where tasty nibbles could be sampled before washing the main course down with a choice of red, white or rose wine and a Catalan apple tart for afters.

The weather was now warming up so after a short snooze back at the campsite it was back to the seafront to enjoy a live band, Skamanians. The open air concert had been organised by the town council and it amused me to think about how far we have

all come from the days when councils considered us a marauding horde of undesirables!

The evening entertainment continued back at the main venue starting with the trophy presentation and a toast of fizzy to 30 years of rallies. The DJs packed the dance floor with a nice mix of sounds and that again reminded me of the old days before tribute bands and dedicated rooms for specific styles of music.

It was good, if a bit bizarre, to see a crowd of Mods, skinheads and scooter boys from different parts of France and Spain dancing and drinking together in a hall decorated with huge vinyl banners depicting British TV icons of the Sixties from the Avengers to the Saint.

I managed to drink enough to believe that my French is now fluent and wake up the next morning with only a minor hangover so all in all it was another great weekend organised by a great bunch of people. The Palmariums have members who were not even born 30 years ago so let's hope they continue for another 30!

**Words:** Paddy Smith

**Photos:** Sam Smith





**NOVEMBER**  
**13th**  
**14th**  
**15th**  
**2015**

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# CLUB DO'S & EVENTS

## SHOWS, PARTIES, RALLIES & RUNS.

If your scooter club is holding a do or event just drop us a line for some FREE advertising. Unfortunately we can ONLY accept details by post or via the website due to workloads. Please keep wording to a minimum and be warned that listings may be edited due to space restrictions.

### SEPTEMBER

**18-21 YSA** Dolphin & Dots rally.  
**18 Double Barrel** Soul and Ska night, Portcullis, Fishponds, Bristol. Info 07765 676247 or 01934 644448  
**19 Soul on the Square** Motown, 6T's & Northern Soul, Guest DJ Rob Messer + Jim Watson, Chris Redman, Siy Aylott & Stebbio, 8-2am, £6 otd. The Venue, Malet St, London. WC1E 7HY.  
**19 Johnny Cash SC**, presents the "Ride the Line Rally" at the Banham Barrel, Norfolk  
**19 The English Beat** featuring Dave Wakeling, support from Wobbly Bob and aftershow by the Inflammable Materials team. Cafe Independent, Scunthorpe  
**19 Northern Soul** at The Royal Wells Hotel, Tunbridge, 7.30pm-midnight £5 otd  
**19 Phoenix Got Soul**, The Phoenix, 37 Cavendish Square, London W1G 0PP. DJ's Yann Vatisse, Rob Bailey & special guests play Northern & Rare Soul on original 45's from 9pm-3am/ Adm £6 before 10pm/£8 after. www.newuntouchables.com  
**19 Mousetrap** Allnighter 'Fuzz for Freaks' Orleans 259 Seven Sisters Rd, Finsbury Park, London N4 2DD (10pm-6am) Primrose Garage / Freakbeat and Psych on the planet! DJ Dr Robert & guests  
**19 Double Barrel** Soul night, The Trooper, St. George, Bristol. Info 07765 676247 or 01934 644448  
**19 Kitchener Road** 4th Anniversary Alldayer and Vintage Fair. Spanky Van Dykes, Nottingham NG1 5JT. Vintage fair and DJs 1-6 (free entry), evening event 8pm-1.30am (£3 otd). For more info Twitter @nottsmods or Facebook: Young Mods \*A Way of Life.  
**20 Great Potteries** Pet Food Cavalcade, meet 11.30 at Port Vale FC ground for noon departure. £3 entry plus pet food donation. www.petfoodcavalcade.com or FB  
**23 Togs & Tassles**, from 8pm at The Ash Tree, Convent Road, Ashford Middlesex. TW15 2HW Info 01784 424610 or e-mail ashtree@fulles.co.uk  
**25-27 Woolacombe BSRA** National rally 9  
**25-27 Ribble Valley** Mod Weekend Clitheroe. See FB page.  
**25-27 Valencia SC** (Spain) 10th Anniversary with The Lambrettas. More info www.valenciasc.com  
**25 Zoo Zoo**, The Blues Kitchen, 111-113 Camden High St, London NW1 7JN. 9pm-3am (free before 10pm/£5 after). Big Boss Man & support TBA. DJ's Dr Robert www.newuntouchables.com  
**26 Timebox** (Back to the Future) 8pm-2am / free, The Strongroom, 120-124 Curtain Road, London. EC2A 3SQ. DJ Dr Robert + guests spin sublime sych/soul/funk/rock/garage & rnb blasts down the groovy cellar club! www.newuntouchables.com  
**26 The Hubble Bubble** mod night, The Ropewalk Nottingham. Find us on facebook The Hubble Bubble Club  
**30 Togs & Tassles**, from 8pm at The Ash Tree, Convent Road, Ashford, Middlesex. TW15 2HW More info 01784 424610 or e-mail ashtree@fulles.co.uk

### OCTOBER

**2-4 Vespa Club** of Britain Members Rally, Skegness. See main VCB advert for membership details.  
**2 Double Barrel** night, Keynsham British Legion, raising money for Morgans Mission. Strictly adv tkt only. £5 from Bernie 07765 676247 or Steve H. 07552 091890  
**3 Double Barrel** Big night out, The Hawaiian Bar, City Centre, Bristol. Info 07765 676247 or 01934 644448  
**3 Bluebell Wood** Childrens Hospice charity event featuring The Extra Specials at the Phoenix Sports & Social Club, Rotherham. S60 5PA. Tickets £10 each available from Dean 07738 020636 or Colette 07595 774723.  
**4 Wickstead Parts Fair** - Kettering, Northants NN15 6NJ. Details - Kev Walsh 07966 265588 Email lcg2@blueyonder.co.uk  
**9 Double Barrel** Soul and Ska night, The Robins, Ashton, Bristol. Info 07765 676247 or 01934 644448  
**9-10 Scootermaniacs SC** annual do, The Hobby Horse, Minehead, Somerset.

**10 Crossfire** Allnighter London. 9pm-6am, 229 The Venue, Gt Portland St. £12. 3 rooms of musical perfection. www.newuntouchables.com

**10 East London** Scooterist Nite DJs playing scooterists sounds plus playing live Undercover, cheap bar, £5 otd 8pm till 2am Hornchurch Social Club, 168 Station Lane RM12 6LS info Facebook or 07903 278575

**11 Brighton**, 10th anniversary of the annual mass gathering of bikes and scooters on Brighton sea front, raising money for charity. Features include live bands, custom show and trade stalls.

**16 Double Barrel** Soul and Ska night, The Greyhound, Fishponds, Bristol. Info 07765 676247 or 01934 644448

**17 Double Barrel** Soul night, The Trooper, St George, Bristol. Info 07765 676247 or 01934 644448

**18 Barnsley Parts Fair** - Havercroft & Ryhill Sports centre, WF4 2BD. Details - Kev Walsh 07966 265588 Email lcg2@blueyonder.co.uk

**23 Double Barrel** Soul and Ska night, The Horseshoe, Siston, Bristol. Info 07765 676247 or 01934 644448

**24 Hindley Stateside SC** Halloween scooterist style, St. Williams Club, Higher Ince, Wigan. Entertainment by Sorted & DJ Dobby with live band, The Detail. Food included, large dance floor, cheap bar, late finish. £5. Contact Bally 07450 906497

**24 Hip Cat Express** play The Doughboys End of Season Do. Wellingtonborough. 7.30-12. All the best in Mod N soul on vinyl. Contact Doughboys SC for tickets.

**24 Double Barrel** Soul and Ska night, The Wackum, Whitehall, Bristol. Info 07765 676247 or 01934 644448

**24 Dezives Sweet Sensation SC** Do - Cross Keys, Rowde, Wiltshire SN10 2PN from 7pm till late - all your favourite SKA n Soul. £5 otd. Wiltshire.

**28 Togs & Tassles**, from 8pm at The Ash Tree, Convent Road, Ashford Middlesex. TW15 2HW Info 01784 424610 or e-mail ashtree@fulles.co.uk

**30-31 Bridlington BSRA** National rally 10

**30 Double Barrel** Soul and Ska night, Duke of York, Horfield, Bristol. Info 07765 676247 or 01934 644448

**30 Inflammable Materials** present The Hostiles with support from The Suburban Toys at Cafe INDIpendent, Scunthorpe

**30 Shoreditch Got Soul**, Blues Kitchen (East) 134 Curtain Rd, London EC2A 3AR 9pm-3am (free before 9.30pm/£5 after) Live Soul Revue + DJ's Dr Robert + Special Guest. www.newuntouchables.com

**31 The Hubble Bubble** mod night, The Ropewalk Nottingham. Find us on facebook The Hubble Bubble Club

**31 Double Barrel** Soul and Ska night, King Billy, Staple Hill, Bristol. Info 07765 676247 or 01934 644448

**31 The Bats** Halloween Ball at The Greenwich Town Social Club 2-10 Blackwall Lane SE10 0AN. £5 otd. 8pm till late. See our Facebook page The Bats SC. Text. 07956 464778

### NOVEMBER

**6-9 Southern Shakedown**, Hastings www.southcoast-scooter-shakedown.com

**6 Double Barrel** Soul and Ska night, Jolly Collier, Bedminster, Bristol. Info 07765 676247 or 01934 644448

**7 Zoo Zoo 2**, Blues Kitchen (Shoreditch) 134 Curtain Rd, London EC2A 3AR. 9pm-3am (free before 9.30pm/£5 after) Live bands TBA. DJ's Dr Robert + Guest. www.newuntouchables.com

**7 AONSC** Scooterist Charity Night with 2 great tribute bands, the Jam DRC & Special Brew, DJ support from Decades of Sound, at the Standard Triumph Club, Coventry. Tickets now on sale £10 each. www.aonsc.co.uk

**7 Friday Street** presents Portobello Road, Kings Manor Hotel, Edinburgh. Midday-5pm £2 with vintage clothing and vinyl stalls. Evening £8.50 from 7.30pm. www.tickets-scotland.com

**7 Double Barrel** Big night out, The Hawaiian Bar, City Centre, Bristol. Info 07765 676247 or 01934 644448

**12 NUTSMAG!** The Blues Kitchen, 111-113 Camden High St, London NW1 7JN. 8pm-1am Free 3 live bands check website + DJ Dr Robert + Guest www.newuntouchables.com

**13-16 VFM** Great Eastern at Mablethorpe. See main ad.

**13 Double Barrel** Soul and Ska night, Old Mail House, Staple Hill, Bristol. Info 07765 676247 or 01934 644448

**14 Daytrippers SC** charity do. (Acorn Childrens Hospice) at The Dark Horse, Alcester Road, Moseley, B'Ham B13 8JP. 8pm-2am Tks £5 from The Rabbi 07774 907952

**14 Double Barrel** Soul night, The Trooper, St George, Bristol. Info 07765 676247 or 01934 644448

**20-23 Warmwell** rally, Dorset

**20 Double Barrel** Soul and Ska night, Queens Head, Eastville, Bristol. Info 07765 676247 or 01934 644448

**21 New Untouchables** 18th Anniversary Party The Phoenix, 37 Cavendish Square, London W1G 0PP. NUTS DJ's and special guests from 9pm-4am/Adm £8 www.newuntouchables.com

**21 Friday Street** presents Small Fakers and Who's Who playing at Glasgow Queen Margaret Union, G12 8QN. 8pm onwards. www.tickets-scotland.com

**21 Double Barrel** Soul and Ska night, King Billy, Staple Hill, Bristol. Info 07765 676247 or 01934 644448

**21 Wimpson Old Boys** (wobs) End of Season Do at the Saints Pub Millbrook. DJ Lee the peoples choice Elliott spinning all the top sounds. Tickets only £3 for tickets phone Dean on 07519 785213 Hampshire.

**22 Walsall Parts Fair** - Oak Park Leisure Centre, Walsall WS9 9PQ. Details - Kev Walsh 07966 265588 Email lcg2@blueyonder.co.uk

**25 Togs & Tassles**, from 8pm at The Ash Tree, Convent Road, Ashford Middlesex. TW15 2HW Info 01784 424610 or e-mail ashtree@fulles.co.uk

**27 Zoo Zoo**, The Blues Kitchen 111-113 Camden High St, London NW1 7JN, 9pm-3am (free before 10pm/£4 after) Big Boss Man + Band TBA & DJ Dr Robert www.newuntouchables.com

**27 Double Barrel** Soul and Ska night, Horse Shoe, Siston, Bristol. Info 07765 676247 or 01934 644448

**28 Timebox** (back to the future) 8pm-2am / free The Strongroom, 120-124 Curtain Road, London. EC2A 3SQ DJ Dr Robert + guests spin sublime soul/funk/rock/garage & rnb blasts down the groovy cellar club

**28 Double Barrel** Soul and Ska night, The George, Totterdown, Bristol. Info 07765 676247 or 01934 644448

**28 The Hubble Bubble** mod night, The Ropewalk Nottingham. Find us on facebook The Hubble Bubble Club

### DECEMBER

**5 Mousetrap** "Fuzz For Freaks" allnighter playing Garage/Freakbeat at Orleans, 259 Seven Sisters Rd, London N4 2DD. £8 b4 midnight, £10 after.

**12 Inflammable Materials** present the legendary Feckin Ejits playing at Cafe INDIpendent with support from Rum Direction. Info 07782 223559

**12 Mousetrap** R&B Allnighter, Orleans, 259 Seven Sisters Rd, London N4 2DD. Playing Club Soul, Ska, R&B, Motown and Boogaloo. www.newuntouchables.com

**12 Bower Boy Christmas Do** Another night of original reggae, soul and a bit of glam @ Lowton Social Club, 214 Newton Road, Lowton WA3 2AQ. 7 till late, £5 otd. Contact John 07229 84886 or Ste 07971 314970. Cheshire.

**19 East London** Scooterist Nite, Christmas Bash. DJ's playing all your fav scooterist sounds plus playing live Biff Bam Pow. Cheap bar, £5 otd, 8 pm till 2 am. Hornchurch Social Club, 168 Station Lane, RM12 6LS. Info Facebook or 07903 278575.

**30 Togs & Tassles**, from 8pm at The Ash Tree, Convent Road, Ashford Middlesex. TW15 2HW Info 01784 424610 or e-mail ashtree@fulles.co.uk

**31 Nutty New Years Eve** 9pm-6am, The Venue, 229 Great Portland St, London W1W 5PN www.newuntouchables.com

### JANUARY 2016

**31 Bradford Parts Fair**, Richard Dunn Sports Centre, Rooley Avenue, Bradford BD6 1EZ. Details - Kev Walsh 07966 265588 Email lcg2@blueyonder.co.uk

### FEBRUARY

**7 Worcester Parts Fair**, Perdiswell Leisure Centre, Bilford Rd. Worcs. WR3 8DX. Details - Kev Walsh 07966 265588 Email lcg2@blueyonder.co.uk

**13 AONSC** Anniversary Do, details tbc, taking place at the Standard Triumph Club, Coventry. Tickets, tbc. www.aonsc.co.uk

**17-19 Breasticle Run**. 1000 mile scooter ride, all for charity. Departs from Rainham Social Club. See FB for updates

**28 Wickstead Parts Fair**, Kettering, Northants NN15 6NJ (please note Wickstead one week early due to Mothers Day) Details - Kev Walsh 07966 265588 Email lcg2@blueyonder.co.uk

### MARCH

**4-7 Modrapheniaks SC** 40th anniversary rally, Sandford, Dorset

**18-20 Clacton** Weekender featuring The Scene, Mr Bridger more tbc at Highfield Grange, Park Resorts, London Road, Clacton-on-Sea, Essex, CO16 9QY. Raising money for "Kids with Special Needs" as our charity of 2016. For caravans call Sue Fairman on 01255 689800 and for wristbands call Rob on 07840 695245

### APRIL

**2 AONSC** Pre VMSC Show Do, details tbc, Standard Triumph Club, Coventry. Tickets, tbc. www.aonsc.co.uk

**3 VMSC** Extravaganza Classic and Custom scooter show, The Sports Connexion, Ryton-on-Dunmore nr Coventry. CV8 3FL

**15-17 SWSC** Teighnmouth rally

**22-24 Bangers & Mash** rally, Notts.

### JUNE

**2-5 Vespa World Days**, St. Tropez, France  
**3-5 Suffolk Smugglers SC** 4th Run To The Rum Rally. LTAA, Leiston, Suffolk IP16 4DQ

**10-12 Torbay Mods SC** host Riviera Rally (see main advert)

**24-26 Euro Lambretta**, Geiselwind, Germany

**24-26 Margate Mutiny IV**, hosted by South Coast Pirates SC. Two Chimneys Holiday Park off the A28. CT7 OHD

### JULY

**15-17 VCB** British Vespa Days, Bristol

**22-24 Music Mania**, Worthing, West Sussex

### AUGUST

**5-7 Big 7** rally, Kent

**WALSALL PARTS FAIR**

**SUNDAY NOV 22nd**

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DOORS OPEN 11am

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Tel 0151 289 8201 Mobile 07966 265588  
Email lcg2@blueyonder.co.uk





# THE DERBY 150

It's quite simple really when you think about it; you like scooters, you like riding them, so what better way to spend a weekend than riding scooters? Especially when someone else has organised a beautiful scenic route for you to follow too.

**W**ith (not so big) Al's original points ignition GP200 unexpectedly acquiring an expensive appetite for spark plugs – only suppressed after a detour to MSC where Malc off-loaded some old Ducati 6v coils to him – our journey to Derby Rugby Club meant riding the final few miles through the city's rush hour. Our last traffic of the weekend.

Entry to this Lambretta Club of Great Britain members' event was by advance ticket only, so organisers Derby & District SC could pre-arrange everything from camping to route plans, commemorative badges and food. Upon arrival we received a plastic document sleeve containing a couple of A4 sheets of directions, another of waypoints, plus an event sticker, wristband and food vouchers.

Tents pitched, it was over to the club house for the evening where despite the DJ providing what was little more than

background music, the buzz was about who had ridden what, how far and of course the following day's ride.

The ride itself wasn't a road trial or race, but more a scenic ride with no goals other than to enjoy the day. And not get lost. The general plan was that riders set off in their own time on Saturday morning, following the given route that suggested a lunch stop at Castleton and then later a checkpoint stop on the outskirts of Ashbourne where a patch and sticker were available exclusively for those taking part in the full 150 ride. This event was really about the taking part.

The folks from Derby & District SC had done a good job with the planning too, as the route included not only directions, but also petrol stops so that everybody from those on fire-breathing RBs down to standard Li 125s kept rolling along. And just in case, LCGB committee member Paul Price kindly drove a sweeper van after the ride, collecting six scooters along the way that for one





reason or another were unable to complete the course. Thanks for the backup sir.

As for the roads, they were mainly a mixture of smaller A- and B-roads, the occasional dual carriageway where necessary, down to narrow lanes with just enough space to pass a combine harvester (yes, I put that to the test). We enjoyed heather clad hillsides, shimmering reservoirs, the Devils Arse, Cat & Fiddle Pass, Snake Pass and even the Chatsworth House estate where the D&DSC had arranged for a photographer to snap us all as we passed, so if you didn't make it into this review then check out the LCGB forum for a link to those photos.

Climbing hills, passing through picturesque villages, all the time leapfrogging other groups and packs of scooters either stopped for fuel or checking

directions and their maps or simply taking in the scenery, the day just kept getting better. Even the brief downpour towards the end didn't dampen the spirits of those caught in it.

Around 350 people attended the event with organisers estimating almost 300 took part in the complete ride from start to finish. And every one of them seemed to have a broad grin on their face too. Far be it for me to suggest that riding scooters does this to you, so maybe it was the fresh Derbyshire air?

Oldest rider was 82-year-old Chuck Swonnell from London Lambretta Club, who rode the 160 miles or so each way to the event as well as the 150 too of course, all on his TV Series 2.

Chuck was also able to regale us with stories of scooter navigational events from days gone by,







commenting that back then the instructions were often not solely in plain English, but included 'herringbones' and 'tulips' navigational 'speak' too. At the other end of the age spectrum, 17-year-old Luke Salvin joined his dad in riding a couple of Lambretta Luna scooters down from Yorkshire for the event. Best turned out were the Indecipherables SC who although it was actually closer for some members than their own recent rally (and very nice that was too by the way), still took a few of them longer to travel the 30 or so miles to get to Derby!

Finally, while those on Lunas as well as Brian from Bolton and Rob Miller from the North East received plenty of accolades for riding their open frame D Models (at a 'speed per mile' rate I'm sure they all deserved trophies!). Farthest travelled was Shep who rode some 12 hours down from Scotland to take part, and like the rest of us thoroughly enjoyed the weekend. Well, so the conversations at the bar on Saturday night suggested anyway.

So on behalf of all those who attended, a big congratulations and thank you to those ladies and gents of Derby & District SC, and others who helped organise and run what I thought was one of the best scooter events I've attended this year. Will this see a resurgence of this type of scooter event in the UK? I don't know, but one thing's for sure, if that is the case and you were at the Derby 150, then you were there at the beginning.

**Andy**





# CLUB DO'S & EVENTS

## WICKSTEED PARTS FAIR

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STALL BOOKINGS & INFO KEV WALSH  
07966 265588  
Email [lcgb2@blueyonder.co.uk](mailto:lcgb2@blueyonder.co.uk)



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# EUROYEYE 21ST ANNIVERSARY (EASIER SAID THAN DONE)

Once again, from July 31 to August 2, Gijón became the world's capital of the 60s underground and European Mod scene. After our 20th anniversary last year, our home at the Oasis discotheque was turned into a fast-food drive through so how would this year's weekender go?

**W**e started this year on Friday, July 31, with the presentation of two great books: *Mods: A Guide for an Elegant Life* by Dani Llabrés (Lenoir editions) a must-buy if you enjoy our scene (and understand Spanish), and the *Lambretta Club of Spain* book about the Lambretta factory in Eibar.

After that, a first all-dayer with DJs in the Patio de la Favorita and another parallel scooterist meeting with craft beers to taste, DJs and scooterist stalls. And right after, at 10pm, the first concert in the Plaza Mayor de Gijón with over 5000 people enjoying it. The Excitements firstly on their own and then with Juli-n Maeso and Miguel Herrero backing soul diva Betty Harris (with her three backing singers) was a wonderful show and great way to start the weekend.

After that our first all-nighter at the amazing Dragon Discotheque and with almost no time to sleep, Saturday's ride out started with the roar of a 200 scooters at Blow Up Club's terrace, facing the beach of San Lorenzo in a strangely sunny day for our Asturian climate. Many people said that the ride out was the most beautiful in the recent years but this, my friends, you have to be here to experience it by yourselves.

Vermouth and food in a restaurant in Castiello de Bernueces with lovely views over the entire council of Gijón, sweepstakes, prizes (this time the furthest travellers were a couple of classic Vespa riders from Cadiz over 1000km x 2 to get here!) And then

rushing to the Battle of the Bands at Discoteca Acapulco. The Pow Pow Pows won it this year, congrats!

Two hours after, Acapulco was ready to receive the Extended Plays and American's Powder for the first time in Europe. Both concerts striped high but The American Who aroused great enthusiasm among the public, undoubtedly one of the highlights of this edition. After that, two simultaneous all-nighters in both venues (100 minutes one from the other) were accessible with a wristband. Soul Music with special guest DJ Ginger Taylor in the Dragon and 60s rock music, garage and freakbeat in Acapulco.

On Sunday we still had the all-dayer in the Patio de la Favorita and concerts by young European bands The Carnations (UK) and Les Grys Grys (Fr) who, incidentally, tore down the nightclub with their rave 60s R&B covers. I don't know if they will be the same when they have their own songs but their strength on stage is indisputable, currently the most powerful combo in the world in their style.

Thank you very much to collaborators, sponsors and all who have participated and attended another year of Euro YeYe and especially the sponsors of the Scootercruzada: Scootering mag, Ancoralba, Scooterist Factory, Lambretta locomociones, Only Scooters, ASM Scooters, Scooterup, Scooter Classic Oils, Gijón Vespa and Lambretta Club of Spain (not sure if I leave one, forgive me).

**Arthur Nudge**





# ISLE OF WIGHT INTERNATIONAL SCOOTER RALLY 2015 DESTINATION SCOOTERLAND

We didn't invent scooters here in Great Britain, and I doubt we invented scooter rallies, but now, in the 21st century, I'm pretty sure we organise some of the best scooter rallies in the world.

## Quality Street

What never ceases to amaze is the variety of scooters in attendance. Maybe I scrutinise them a little closer – and of course I get to relive it all a week later as I sift through hundreds of photographs – but it is a genuine pleasure to see anything and everything from humble mopeds to rare classics, Vespa and Lambretta, as well as British, German, Indian and other Italian produced classic geared-scooters this year.

Of course the 'scooterboys' who don't go say that it's because the Isle of Wight is full of Mod scooters, while the Mods that don't go say it's because of the cutdowns and chops. The reality is that there is a generous sprinkling of everything, the

aforementioned plus rustorations, restos, customs, autos, vintage, modern classics, racers, crawlers, trikes and more, ridden from all over England, Scotland, Wales, Ireland, as well as France, Belgium, Spain, Germany, Italy and probably elsewhere this year too.

I saw at least one American who'd flown over and hired a Vespa, while someone else told me there were also a couple of lads from Chile (or at least from somewhere in South America – if not Chile, maybe they just thought the IoW cold by comparison?). As we, and indeed many other scooterists have said in the past, if you like scooters what better place to be on a bank holiday weekend than the biggest scooter rally of its kind in the world?





## Warm Up

But let's rewind to Thursday and the advance group of party-goers who arrived on the island for a warm-up, après rally as it were. Our early evening ferry included a few Brits and a trio from the south of France who unfortunately rode in the only rain I'd heard of that afternoon, from their first ferry to Newhaven until arriving at the IoW boat.

Still dry ourselves, despite over six hours on the road, we arrived on the site at Smallbrook Speedway stadium to discover that the place was already alive with scooters everywhere, the dealer village looking packed and plenty of friendly faces offering welcomes and a cold tinnie for those not long out of the saddle, plus of course the pre-rally party to enjoy!

## Friday

Friday morning arrived with the sun continuing to shine, so much so that I managed to get burnt. Happy days indeed!

With the fresh new day, so the site exploration could take place, although first some rather disappointing news; apparently the mobile shower block brought in for the weekend had ditched their '70s disco' compilation CD which they'd piped through the units last year. You can't beat formation Kung Fu Fighting to cleanse the soul first thing in the morning. Allegedly.

Into the Dealer Village and the first mental note I made was to return later to the inflatable bar, where you literally could bounce off the walls after one too many (except that you were







asked not to). I don't know about you, but I reckon this kind of 'inflatable' could liven up church fetes up and down the land if they really thought about it.

Heading over to find the obligatory scooter rally patch we passed all sorts of 'fixing' taking place on stricken scooters; some by professionals, others by 'very nice men' as well as the usual hammer-heavy bodge approach when all else fails. I hope you all got home, no matter what the problem was.

If you were struggling, a number of secondhand scooters could be found for sale, including an original condition Model D for £3000, which made a Vespa PK80 marked at about £2700 pretty laughable, but a couple of Lis and large frame Vespas were more reasonable. There was also a Lambro three-wheeler too, should anyone have been taken by a £300 'Keep The Faith' or 'A Way of Life' metal park bench and wondered how to carry it home. Nope, I didn't get it either.

Back to the real world and there was a good amount of spare parts also for sale, both new and secondhand, with plenty of nonessential bits too, encouraging many of us to have a good rummage for those things that we don't need today, but one day in the future... well, you never know...





Next a ride to a local supermarket where we raided their refrigerated drinks selection and munchies shelves. These were generally abused later, once the night had fallen and a certain somebody and her chums suddenly realised they hadn't eaten and so set about the crispy potato snacks like the lead character from *Fantastic Mr Fox*. I was picking crisps out of my hair all weekend...

The variety of food back on the site was improved upon over last year, a 'street food' (trendy language for fresh and alternative) vendor offering some interesting choices, including a couple of appealing veggie options. Nevertheless, the overall impression was there is still room for improvement with both choice and price.

Friday night's live entertainment began with local band The Dead Perrys offering the masses some classic covers before 90s indie/Britpop stars Dodgy took to the stage in the main room. As a fan myself I was more than happy to be In A Room with them, and they were certain more than Good Enough for me, and plenty of others agreed too by the looks of the busy dancefloor. Ahem...

Elsewhere a marquee (complete with dancefloor) had been erected for the Northern Soul fans (DJ Ady rushing off after Dodgy to entertain the masses there) while the sports bar continued until the early hours, by which time most people were talked or danced out. Or both.

## Dawn of the Dead

Saturday saw a few faces that to be honest didn't look alive. As many of us know, the scooter scene is full of people who are passionate about it and so it's not surprising to see the traders enjoying themselves the night before as much as the rest of us. It's just that we don't have to get up early and open a shop at the crack of dawn!

Rally organisers too had little sleep, the live music venue transformed into a custom show arena for the eager owners to show off their pride and joy. And a *Scooter* journalist with a hangover planning on taking a few photos before the masses arrived. When the doors did open to the public there was no doubting what first caught your eye; the large, multi-coloured display of the DTC Owner's Club took up almost the entire stage front, a fantastic sight of old and new DTC painted machines; Lambretta, Vespa and auto, road and race.

The Lambretta Chopper Owners Club were back again this year, a revamped Illusion seeing the light of day after some 30 years or so of exile at the foot of the owner's bed.

An Ape Calessino and Lambretta trike flew the three-wheeled flag, Start Me Up, O' Fortuna and Dead Man's Shoes represented



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**Vespa Street Racer** / Reggae Got Soul / **Vespa 90, FZG 651**

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**Best Plating** / Mansfield Monsters SC / **Start Me Up**

**Exhibitor's Choice** / Warrior Clothing / **Legends of Man, TV175**

**Punter's Choice** / *Scootering* magazine / **O'Fortuna**

**Best of Show** / LCOC (+ £100 cash) / **Faith**











the young old school, while the Vespa Geno resurfaced, parked along from another PX from that era, The Sentinal.

There were entries from France and Ireland too, and another thing I noticed was the amount of classic scooters shown, Scott's original condition Vespa Rally 200 deservedly taking home a trophy, as a did a pre-Primavera Vespa 125 smallframe, while C, D and LD shaft drive Lambrettas were also polished up for the day.

Parked outside were the likes of Meat is Murder, Pseudo Satisfaction, Edmund, Lichtenstein among others, as well as loads of original classics, which was nice but how good would it be to see them all together one day?

Saturday-time featured bands in the marquee, while the night saw the appearance of King Kurt, preceded by some fine ska from Mighty Shrimp. Although I'm sure Smeg has been back to the island since, it was their infamous performance in 1985 that went down in scooting folklore, an event they celebrated with an

encore of F\*\*k Off Status Quo this year to commemorate the anniversary. Older, though not so much wiser, it was arguably less violent and certainly less messy than events 30 years ago, but still plenty of fun as a venue packed full of sweaty, singing, smiling (and aching) fans will testify to.

## Sunday, Sunday...

I, like many, awoke on Sunday still smiling from Saturday night. It was a cracker, one of the best Saturday nights of the scooting year, and enough to make us forget it had rained a little for a couple of hours late afternoon.

But today was dry, even if the ground was a little slippery for some leaving the site. Luckily my Model D has the perfect amount of engine power which when combined with a muddy puddle equates to absolutely no slippage at all!

In fact it was said amount of power which saw us take as long as





we did to get down, and following a check on the weather is why the decision was made to leave Sunday rather than Monday. While I may be able to actively dodge most individual spots of rain at those speeds, torrential downpours still catch you out.

First stop though the seafront at Ryde for the rideout where I saw even more scooters previously unnoticed over the weekend, like the amazingly ugly (yet somehow beautiful) British DKR Defiant. What a beast!

I think I spent 32 minutes taking photos of scooters departing the car park, the smell of two-stroke hanging in the air and sticking to the face of all those with more than a day's growth on their chin. But it was a good sight, show-winning custom scooters alongside everyday commuters, chops with restos, original classics with obscure rarities. What's not to love about scootering?

**Words:** Andy

**Photos:** Andy, Ann, Geof Panic, Lobby









## THE RIDEOUT

The Isle of Wight Vespa Club of Britain (cog 64) were asked by the Vespa Club of Britain via Steve Foster of VFM if we could marshal the 2015 rideout. With a sense of excitement and trepidation, our event organiser Matt Collins and myself embarked on a journey of legal obstacles, loopholes, but mainly potholes!

This year the finishing point was Smallbrook Stadium where the traders stayed open and entertainment was provided, coupled with free entry for all attending the rideout.

The route had to be shortened due to shortage of time and minimal disruption to Bank Holiday traffic. Apologies to all who were disappointed it did not go through Sandown but our hands were tied, however next year the route is to be revised and changed for a longer ride and change of scenery.

Thankfully, after many sleepless nights and a few English Breakfast meetings (which were very much needed) and countless coffees, the route was approved and the go-ahead was given. We liaised closely with the IW Biking Community as they are experts in the art of marshalling and prayed the weather would be kind this year.

The exit from the Ice Rink car park went without a hitch and it was done in 26 minutes! The rideout was led by an original member of cog 64, Keith, and the President of the VCB Robin

Quartermain. The weather was perfect and as over a thousand scooters, sports bikes, cyclists, trikes, a mobility scooter and even a Robin Reliant, proceeded along the seafront to the cheers of the crowd, the hi-viz crew coughed and blue smoke came out!

Taking in Pondwell, Nettlestone, Brading and Nunwell among other places, we eventually looped around approaching the rally site from other direction most scooterists would.

Arriving at Smallbrook the VFM crew were faultless in shepherding the onslaught into the Stadium. Our thanks to VFM, Royal British Legion Riders IW, Wight B.A.T.S, IT, Wight Riders, Crows and VCB committee and cogs, Hampshire & Isle of Wight Police and Island Roads for their assistance. We couldn't have done it without you.

Same time next year!  
Debbie



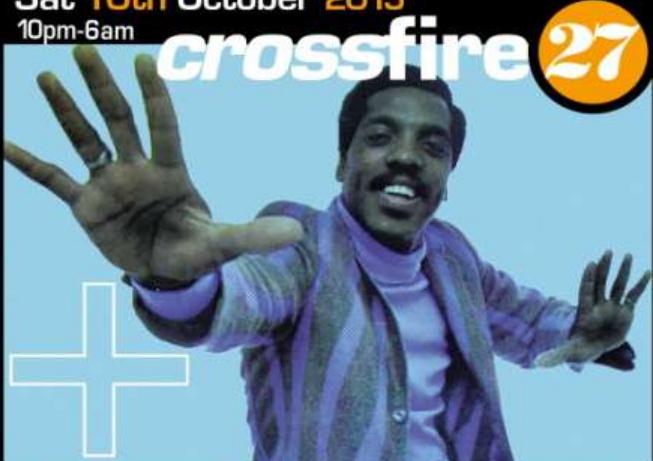






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# NEW UNTOUCHABLES MODERNIST AND 60S WEEKENDER, BRIGHTON AUGUST BANK HOLIDAY 2015

Mighty oaks from small acorns grow; a phrase that is justifiably applicable to New Untouchables' Mod weekender in Brighton held annually over the August Bank Holiday.

**I**n its 11th year, the past decade has seen this weekender bud, blossom and bloom. Despite the less than favourable weather forecast, centrepiece venue for the weekend, **Komedia**, sold out way in advance for both the Saturday and Sunday all-nighters. With only a handful of tickets available for the Friday night prior to the event, this year was again to be busy and buzzing.

**Volks Tavern** on Madeira Drive, as it has been every year, was the daytime mustering point, offering DJs, live acts and a mini vintage market. Situated on the seafront, close to the iconic location where the scooters arrive in the film **Quadrophenia**, it's ideal for the Mod pastime of peacocking. Whether it be attire, scooters or both, Volks' during the afternoon is the place to be at some point, meet up with friends and acquaintances. Most importantly it's where you can be seen to be seen displaying your interpretation of style.

Like the previous two years, from late evening until the early

hours on both Saturday and Sunday night, **Volks Tavern** operated as the second NUT venue. With DJs serving up a blend of rhythm and blues, and Northern Soul with a sprinkling of Latin tunes to spice things up. Brought in last year to cater for the overwhelming demand for those unable to obtain Komedia tickets, with a taste for the more psychedelic sounds of the 60s, **Sticky Mike's Frog Bar** was the place to be.

Located in a cellar bar, not far from the seafront on Middle Street, NUT club nights **Fuzz 4 Freaks**, relocated from London to the south coast. Authentic 60s style light shows, live performances from **Les Grys Grys**, **The Magnetic Mind** and **The Carnations**, along with a DJ team headed by **Dr Robert**.

Music policy being freakbeat, 60s garage, psychedelia and art-rock, the whole package held appeal for those whose favoured part of the 60s is the paisley era. Downstairs the venue is vaguely reminiscent of the Beat Basement, where NUT longest running





club night, **Mousetrap** – 24 years in 2015 – is based in London. Along with Volks Tavern evening events, ticket holders at Sticky Mike's could get entry to Komedia after 3am.

Flagship venue Komedia followed the same formula as recent previous years, the official Friday night welcome party well under way, as it did every night at 11pm. Two rooms offering the option of the more left-field end of 60s sounds in the smaller room, with the main room offering an eclectic mix of the variety of 60s music until the early hours from the New Untouchables DJ team plus guests. Saturday followed a similar pattern in terms of music policy, while at the Sunday all-nighter the main room was run under the **Brighton Got Soul** banner for the traditional Northern Soul all-nighter, with Northern Soul legend **Ginger Taylor**, and guests.

Between the Volks Tavern closing from its daytime session, then along with Sticky Mikes, opening at 9pm, there was four hours plus preening. Others descended on regular Mod weekenders

haunts such as the Hart and Hand, with its superb jukebox. Handy for pre-drinks for Komedia late night opening too.

Brighton also has a multitude of interesting independent shops to peruse around during shopping hours including **Jump The Gun**, which did a roaring trade over the duration if the amount of their trademark bags seen was any indicator.

Sunday afternoon is when the largest amount of scooters parked up along Madeira Drive, either side of Volks, on both sides of the road. Sunday afternoon is also when the judging for scooter competition takes place, the Mod weekenders equivalent of a custom show. After the three trophies are awarded, that signals the start of the scooter cruise ride out to Beachy head.

Arguably this year's scooter cruise attracted the largest numbers I've witnessed. Shame was the amount of cars, even a coach, the driver of which thought it was amusing to continue along Madeira Drive. Even worse, as well as all and sundry





seemingly wanting photographs, one snapper, working for a leisure magazine positioned himself IN the road, causing scooter riders to swerve. It could've caused a collision or 10, and the fact it didn't was down to luck. When challenged about his thoughtless actions, aforementioned snapper disappeared into the sunset in his rather apt cowboy boots!

Personally, I think that Brighton council, given the amount of money added to the local economy, should think about marshalling the public during the short period of the ride out. However given that they won't fund urgently required restoration to the Victorian arches that have featured in several successful feature films, it's unlikely in these austere times.

All in all, sold out in advance venues speak volumes, another top weekend in Brighton. Forecasted rain actually held off until late Sunday evening and when it did come it was heralded by a spectacular display of lightning out at sea. Brighton had both the Mod weather gods on its side.

**Sarge**





Interactive bus tour, re-enacting a Quadrophenia scene.



Interactive bus tour.



The Spitfires.



## ON THE FRINGE

Brighton August Bank Holiday Mod weekender has got bigger and bigger, with more people attending for the daytime events on the seafront. There's those who enjoy the vibe, but with a taste in entertainment not catered for, or availability of tickets for official events nonexistent, hence a number of fringe events take place.

Most notable were **The Small Fakers**, celebrating 50 years of the **Small Faces**, with **Ready Steady Who**, specialising in early Who tracks, at The Haunt on Friday. This, like both of **The Spitfires** gigs at The Prince Albert, on Saturday and Sunday night, sold out. The highly rated outfit did a back to back pair of nights in conjunction with the release of their acclaimed debut album *Response*, straight in the national album charts at number 6, without any backing from a label or sponsor!

Combining musical maturity with the right amount of aggression, attitude and raw energy make The Spitfires one of the brightest rising stars around. **Paul Weller** picked them earlier this year as one of his tour supports. The only downside to the gig was the stage wasn't big enough to allow Spitfires' **Billy Sullivan** to express himself as he is known to do.

Three free admission nights at The Dorset, in the Lanes area, were oversubscribed. As in, not enough room inside to accommodate the numbers wanting to get in. Each night offered a differing music slant with DJ line-ups to suit. Sunday night had

**Lost Organ Unit** performing their brand of Hammond driven grooves supplementing that night's theme.

Courtesy of **The Modern World Gallery** Madeira Drive, an open topped 60s double decker bus, complete with driver and conductors in period uniforms, was offering interactive Quadrophenia tours round Brighton as well as passing places of (1964) historical interest. Participation included a short walking tour taking in part of the beach, 'Jimmy's' alleyway, and near The Lanes recreating a part of the Quadrophenia riot.

Jam tribute **Mr Clean** performed open-air shows outside the Gallery, donating their bucket collection to the Shoreham air disaster. Early evening, there was a sold out showing of Quadrophenia on the beach big screen. 'Spider' and 'Ferdy' aka **Gary Shail** and **Trevor Laird** were rumoured to have been spotted earlier wandering around Madeira Drive.

Also on Sunday afternoon till midnight The Funky Fish, at The New Madeira Hotel hosted a mini Northern Soul all-day. Promoted by Too Darn Soulful, it was a scorching event, which attracted 350 souls.

Trying to take in many fringe events, on top of the official happenings, I know how a pinball feels after the proverbial 'wizard has been hitting a record score.

**Sarge**







# MERSEA ISLAND SCOOTER RALLY 2015

After just a week's R&R it has become almost a pilgrimage to get back in the saddle and head towards the South East Riviera for a date with the Essex boys and girls of the Colchester DVLC at their Mersea Island rally. For more than two decades this event has seen monster numbers cross the Strood – a causeway that links the island with the mainland.

**A**lthough the build-up week had seen epic downpours, my liaison with mates from Scarborough and Whitby took place in relative dryness, and after a quick pit stop at the last 'proper' pub we gained access to the West Mersea site around midday.

After a cheery greeting from the gate staff we exchanged shekels for a wristband, events programme and patch; and then were directed to the camping areas. After 23 events the CDVLC have got the set-up to a fine art with separate areas and approaches for both scooters and cars.

Even though it was still early the campsite was a hive of activity and throughout the afternoon scooters poured on from all over the UK and the continent. Being a purpose-built campsite the facilities are excellent with several shower blocks, static and Karzees toilets and even a school canteen style mess block. This

weekend also sees several mobile food sources move in with everything from the usual burger van, to fish and chips and even a specialist 'goat' curry kitchen!

So after a quick wash and brush up and a fish supper (I wasn't brave enough to attempt the exotic fayre) the socialising began. Around 8pm the entertainment kicked into action. MI has always had a great reputation when it comes to this, whether you like live acts, CD or vinyl DJs or even a Silent Disco, all is on the menu.

With two festival sized marquees erected next to the bar this is a perfect setting for some live action. Over the weekend there were no fewer than eight bands playing a real mixture of tunes; Faintest Idea, The Neutronz, The Everettes, The Get-Go, Smokey Bastard, The Galileo 7, The Grain and last but by no means least Joe Boyd, all playing and singing their hearts out.

By Saturday there were quite a few alcohol induced sore heads, but the early morning peace was soon shattered as a dyno fired up









and the 'pretty' machines set up for the famous custom show. Over the years MI has been the launch pad for many of the country's top customs, and this year was no different with a few new machines joining the established jewels on display.

Of course Mersea 'Saturday' has always gone down in history for the legendary Fun Games – and soon both the show and the scooter 'Olympics' were gathering the crowds. Although it was fairly chilly for most of the day it remained dry so right up until the night-time frivolities the site had a buzzing atmosphere.

Once again all the hard work the MI team put in has paid off, the Mersea rally is still one of the best events of this type on the calendar and while for a few years some felt it was losing its way, 2015's event was the best in a long time with the emphasis back on the scooters and their riders. I can't believe we are fast approaching its silver jubilee – bunting at the ready in 2017!

**Words:** Dave O

**Photos:** Dave O and Andy



## RESULTS

**Custom Show results:**

**Best Oddity/Chop/Cutdown:**  
Purple Lambretta Trike

**Best Streetracer:** Block

**Best Vintage:** 906 LAF

**Best Original Vespa:**  
Mustard Rally 200

**Best Original Lambretta:**  
Li 150, 603 UYH

**Best Restored Vespa:**  
SS90, LYY 91D

**Best Restored Lambretta:**  
S2 Rallymaster, 924 XUE

**Best Brightwork:** Avatar

**Best Custom Paint:** Start Me Up

**Best Auto:** T77 NRG Piaggio

**Best Vespa:** The Sentinel

**Best Lambretta:** In The City

**Best Of Show:** Start Me Up

**Fun Games results:**

**TOW:** Armed Forces SC

**Chucky Egg:** Jo & Mason

**Chariot:** Jollife (PRAT SC)

**Ice Tea:** Jo Cullum

**Beer & Banana:** Charlie & George (LNSC)

**Where's Me Beer:** Jaime (LNSC)

**Special Performance Award:**  
Logistical Nightmares SC

**Dyno Results**

**Vespa Rally 221 (Mark Armstrong):**  
27bhp

**Gilera 183 (Jon):** 32bhp

**Lambretta LD 225 (Martin Gregory):**  
27bhp





# RETROSPECTIVE

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# Tougher than





If you take a pinch of military, a little industrial, and add to a large portion of urban design, then you come up with something that's modern yet traditional, practical and tough with it. What you don't normally expect behind it is the 1960s workhorse, the Vespa 150 with balls and a slight attitude problem.

**N**ot generally the most in-demand of scooters (I'm struggling to think of a second custom example that doesn't owe its image to the decade it came from), Chris Schulte has taken one and turned it into something very clever.

It may not look much at a first glance, the deliberately dull paint and lack of obvious accessories helping it to blend, almost camouflage-like, into the background of the City of London where it habitually resides.

There's nothing about it that shouts to Joe Public that this isn't what it seems to be, but I'll guarantee that anyone who knows scooters will stop and give it a knowing once-over should they stumble upon it parked up there. If that last comment gives the impression that this is a scooter that isn't only ridden on sunny Sunday afternoons, then that's entirely accurate. This is a day-to-day scooter, ridden for work and pleasure, not built to win trophies and impress the attendees of custom shows and their ilk.

The matt lacquer that covers the military grey paint of the body suits the environment it moves in, and the black trim perversely highlights this in a much more confident way than chrome ever could. The disc front end adds a certain "what are you looking at?" touch, which is complemented by the

# tough





Bitubo shock, which gives the scooter's only dash of colour. Everything bar the gloss black panelwork is a uniform flat single colour, giving a heightened feeling of understated menace.

Unsurprisingly, the motor isn't standard, with the original wimpy engine having been binned in favour of a 152 Polini kitted T5 lump which has been breathed on by the builders, Project 13 of London, giving a much more rideable machine when coupled with the Jim Lomas pipe which was designed to make the most of the torque generated by the motor.

Project 13 also handled the rest of the fabrication over a two and a half year period. This wasn't down to any slowness on their behalf, but as Chris was unable to commit large sums of money to the build in one go, so work was done on a slower timescale than is normally expected, paying little by little as it went along.

This gave all parties involved time to play with details, and to change things as they went along when another idea that suited the scooter came to mind. I'm a great fan of scooters with minimal brightwork, and in this case you can't help but feel that the blacked out GS tail-light (mounted on a de-seamed rear end and fitted with an LED bulb), and matching badges throughout, all add to the subtlety of what has been built.

There was the usual fight to get a classic mudguard to fit the PX forks, and the GF levers had to be heavily modified to fit the handlebars correctly as they were designed for a different machine, but the finished

“There was the usual fight to get a classic mudguard to fit the PX forks, and the GF levers had to be heavily modified to fit the handlebars correctly as they were designed for a different machine”







## OWNER DETAILS

**Owner:** Chris Schulte

**Scooter club:** London Commuters Scooter Club

**First interest in scooters:** When I was an architecture student someone at uni organised a charity sweepstakes – the grand prize was a restored Rally. Classic red but with some cool custom graphics. I really wanted it. Motorcycles were just machines to me, but I could identify with that scooter. I saw the Vespa shape as an open ended canvas for design as well as a great machine. I didn't win the Rally, but the idea stuck.

**First scooter:** Got my CBT and full motorcycle licence in 2003 and bought a new stock PX125 that year, 'Oscar'.

**Favourite model:** Maybe the Vespa ACMA from late 50s. Familiar looks, but with an interesting French accent – especially in the headset.

**Favourite style of custom scooter:** Classic and contemporary at the same time. The best of the past, present and future fused seamlessly through design and craftsmanship.

**Recommend one scooter part:** I've found that Teflon-lined cable housings are a joy.

**Most useless part ever bought:** Cuppini legshield mirror. No stars.

**What part would you most like to see developed for scooters:** The choice in good dashboard instruments is limited. Would like to see more innovation in this area. The Koso range and its derivatives (SIP) are okay, but attention to design details, custom setting choices and overall build quality could be higher.





product was worth the effort. The hydraulic reservoir actually looks like a standard component, balancing out the bulk of the light switch, and the SIP digital speedo completing the efficient look of the scooter.

One thing has struck me though, as I've sat here writing these words, and that is that in many ways, this Vespa could be viewed as the epitome of the Scooterboy ethic of minimal unnecessary accessories combined with a punchy engine and a simple flat paint scheme. It wasn't designed as such, but it gives this particular refugee of the Eighties scene a very happy heart to see that ethos re-emerging, if only coincidentally.

Just keep it away from the angle grinder please!

**Words:** Nik

**Photography:** Paul Hart

**"The hydraulic reservoir actually looks like a standard component, balancing out the bulk of the light switch"**

## SCOOTER DETAILS

**Scooter model:** VBB1T (1960 Vespa 150)

**Inspiration for project:** Urban camouflage, high-brow industrial, a little military thrown in.

**Time to build:** 2½ years by Trevor and friends at Project 13.

**Frame modifications:** PK forks, PX disc brake, D-seamed rear end, all by Trevor.

**Specialised parts:** SIP speedo, Bitubo shocks, PM wavy disc, GS 150 original rear light, St Kit medal on frame (found at a flea market in Paris in 2003), and GF levers modified to match width of VBB handlebars, cut and reshaped then powder-coated.

**Engine:** T5 block, 152cc Polini kit, Tameni race crank, cylinder head by PM Tuning, stainless left hand high torque version John Lomas Pipe, 22-68 gearing, Cosa clutch.

**Paintwork:** Green and black, Valspar paint. Panels, headset and mudguard in gloss. Matte lacquer applied to the frame.

**Powder coating:** Armatec, London.

**Chrome:** All chrome removed.

**Anything to add to the scoot:** Wear and tear, unpredictable layers of history built up from the street.

**Favourite dealer:** Project 13.

**Thanks:** Trevor and Josie!



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# SECURITY TAGGING

## MAKING LIFE HARDER FOR SCUMBAGS

The first defence against thieving scum is to do your utmost so that they can't steal the scooter you've worked long and hard to pay for. The next step is to make sure that if they do somehow get it, then the odds are stacked against them once the police feel their proverbial collar.

### The numbers game

If some lowlife steals your scooter, it's the vehicle's identifying features that will get them into trouble, hopefully leading to an arrest, a prison sentence and getting their arse ripped apart with a fence post full of splinters by Mr Big who happens to be a scooterist who has had his favourite Lambretta stolen just before he got banged up. It's also how police reunite stolen property with its rightful owner.

Usually this means the chassis number, aka VIN (vehicle identification number), aka the frame number. Destroying this reduces the chances of the thief getting caught in possession of stolen goods, however modern forensic technology does make it possible to restore the original VIN on a frame that has been doctored.

Removing the frame number also makes the frame almost valueless, and of course the VIN doesn't identify any other parts of the scooter anyway. That brings us nicely to the Datatag electronic anti-theft system which consists of tiny transponders that are hidden in your scooter, as well as microdots and other identification technology. This multi-layered system enables the police to identify the true owner of any Datatagged scooter – or component scooter part – even if the number plate and identification numbers have been removed or changed.

### The strong arm

Police forces across the UK have special equipment which can be used to detect and read parts which have been Datatagged, and so the goal of tagging is twofold. Firstly, should your pride and joy get stolen then there is a far better chance of getting it back, even if it has been stripped down to its component parts. Secondly, being caught in possession of tagged parts is enough to convict a thief which in turn will



**So you've just got your scooter back from the painters. Your next step is start building it, right? No, sadly you need to make it theft proof first.**

hopefully lead to another scumbag being taken off our streets.

The beauty of this kit is that it is possible to discreetly tag each and every part in such a way that it is very difficult indeed to remove all such markings. And remember folks, it takes just one to get a conviction. We're told that Datatag has a fantastic success rate and that the CPS has never lost a court case in which Datatag has been used in evidence. This in turn means that the fact a scooter has been Datatagged makes it far less appealing to a thief. Even stealing your side panels can land them in prison if caught with them, despite the fact that it's only your main frame which has a VIN.

### What's in da box?

The Datatag Small-Powered Two-Wheeler System includes two transponders, some stencils, stickers, marking fluid and around 1000 Datadots in the Forensic DNA liquid.

All identifying parts are unique to each kit, and therefore your scooter. There are also instructions, vital of course for correctly marking your scooter.

Starting with the transponders, as small as a grain of rice, Datatag suggests these are 'injected' (using a supplied metal tube and pin) into a foam seat, and the other glued into the wiring harness, offering two sources for a receiver to pick up.

Next there are the stencils, about the size of a playing card, which consist of your unique identification number and Datatag's details. These are stuck on the scooter and then you brush the supplied UV etching fluid over them. Remove the stencil after it's dried a few seconds later, and then wipe over with either the supplied alcohol wipe or I used some brake cleaner, and any visible sign of the marking is gone.







**Above left:** The instructions advise that you test the ultraviolet marking fluid first on a concealed area, just in case it reacts with the paint. **Above centre:** After application and removing the stencil, a quick wipe of my newly painted legshields with some brake cleaner and in normal light you can't see a thing. **Above right:** Remember when marking to do some in obvious places and others more discreet, just in case the scooter is broken up for spares.



**Above left:** Despite my heavy-handed approach, apply the Datadots and Forensic DNA solution sparingly and it dries almost clear. **Above centre:** Don't forget the small parts either. They may not cost as much to replace, but remember that it only takes one identifiable part to get a conviction. **Above right:** A Datadot under the microscope.

A word of caution here; the instructions do suggest testing in an unseen area first, and while the inside of my freshly painted legshields were fine, the inside of my freshly painted headset did remain visibly marked after cleaning. Whether the paint hadn't been lacquered properly (more likely I used too much fluid) I don't know, but it was only this one bit. I had no trouble on the main frame or elsewhere, so I'm not sure.

Datag told me that most police officers carry UV lights these days as a matter of course, so you need to consider having at least one etch externally on the scooter so that if a policeman stops a bike because something suspicious grabs his attention, he can see something that makes him look into the scooter further. Wheel rims, hubs etc. are unlikely to show up in natural light,

or indeed lose you any points at a classic or custom show either for lack of authenticity.

Next the Datadots, which if applied carefully and sparingly, leave no more visual evidence than little grey specs. There are 1000 of them in the bottle and even if the dots are removed, the solution used with them also has a unique DNA.

Finally, apply the warning sticker to make thieves aware the scooter is tagged, then simply register your details with Datag and carry on enjoying your scooter.

### What happens next?

If the worst case scenario happens and your scooter is stolen, inform the police as normal, but also tell them that it is Datatagged together with relevant information. This will alert them to the fact

that it's worth scanning anything they find, just in case.

Another feature worth noting is that Datag stays with the scooter for life and is transferrable to a new owner, unlike for example any insurance company-specific system, which is cancelled as soon as you leave that company. Datag doesn't have an annual subscription fee either; once you're registered you are so for life, the only extra cost being a transfer fee should you sell your scooter to a new owner.

Available from all good scooter and motorcycle dealers for £59.99, to me it makes perfect sense, even if it means your classic scooter has got a modern sticker on it suggesting thieves go look elsewhere.

<http://datag.co.uk>

**Andy**



**Above left:** The glass transponder is as small as a grain of rice and its signal can be read by scanners that the police use. Datag suggests these are 'injected' into the seat and maybe glued into the wiring loom. **Above centre:** As discreet as the Datag kit is, the worst thing for anyone building an exact period restoration is that the biggest deterrent is the label, which should be a prominent warning to potential thieves. **Above right:** What the 'invisible' marking looks like when using a UV light.



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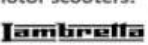
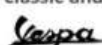
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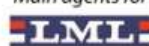
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# SCOOTER TRADER

## VESPA 90



small frame, excellent condition, 12V new stator and fly wheel 135 Pollini kit, comes with spare Pollini 135 engine, £1600 Tel. 07411 456948.

## VESPA DOUGLAS



1961, 10inch conversion, PX150 engine runs great, MoT due or just ran out no advisors last time done, needs new Speedo, £1149 Tel. 07449 091685.

## VESPA GL150



Classic Italian, 1962, vgc, MoT, ready to go, serviced & various age related replacement parts, lots of extras. Tel. 01302 709601. South Yorkshire

## VESPA GTS



250cc, 07 plate, MoT May 2016, 16,000 km, top box that takes full face helmet, under seat storage, used for commuting, garaged, vgc, £1500 Tel. 07777 1660329.

## VESPA LX125-3V



full chrome set, excellent condition running order, never had any problems, comes with full chrome bumper set & top box, £1899 Tel. 07530 992688.

## VESPA PX



V reg, 1980, MoT clean and tidy scooter. Tel. 07806 686580. West Midlands

## VESPA PX 150



Oct 2013 (63 reg), 800km, chrome wheels, Whitewalls, lots of s/s, SIP exhaust, r/rack, etc, dry use only, £3400 Tel. 07967 813041. North Lincs

## VESPA PX125



Granturismo 2013, 63 reg, matt black rims, chrome headlight cowl, mint condition, only 1500 dry miles, £2350 Tel. 07706 436542.

## VESPA PX125



disc 02 plate, electric start, custom painted, full MoT, chromed (shockers and engine components with stainless exhaust), £2800 Tel. 07946 428712.

## VESPA PX125



2007, reg as 125, Polini 180cc kit, adjustable Bitubo shocks, BGM Big bore exhaust, SIP Fast flow fuel tap, £2150 ono Tel. 01993 846012. Oxfordshire

## VESPA PX200



fully refurbished Sept 2013, recently added SIP Road two exhaust, new rear hub, vgc, garaged, £1800 Tel. 07951 108911.

## VESPA PX200E



very good condition, annual service, MoT July 2016, hardly used with lots of extras, £2000 Tel. 07701 029301. Lincs

## VESPA PX225



anniversary Eddy Bullet race tuned, featuring the extras that celebrated this model, brilliant condition as almost unused, 225cc, £2795 Tel. 07964 801313.

## VESPA RALLY 200



rare, recent full engine rebuild, loads chrome inc rare Pitone exhaust, one owner since built in 2000, possible delivery, £4995 Tel. 07883 036602. Staffs

## VESPA SPORTIQUE



fully refurbished 150cc scooter, engine has been run in, immaculate condition, front & back drum brakes, £2800 Tel. 07523 077414.

## VESPA SPRINT



nine months old & in showroom condition, 125cc engine, ABS brakes, latest model, fly screen, beautiful bike, £2375 Tel. 07811 670235.

## VESPA SPRINT 125



Vintage 1968, with Modern PX engine & Ken Cobbing twin race exhaust, plus extras, 1000 miles, £3400 Tel. 07846 760588.

## VESPA T5



bare metal respray, with matching body parts, new Malossi 172 kit, new carb, all internal engine parts are new, £2350 Tel. 07876 034831.

## VESPA VBB150



Italian, all original, 1965, original engine & resprayed in April 2015, lovely little runner, no rust, MoT till June 2016, £1500 Tel. 07769 117352. Chelmsford

## VESPA VNB



1963, restoration by top UK Vespa specialist, excellent condition, full MoT, service, £5000 Tel. 07976 327493.

## WK JETMAX 250



EFI, fast, economical, roomy twist n go, 250cc, 2011 registered, one owner from new, only 3600 miles, £1200 Tel. 01594 826453.

## YAMAHA T MAX XP500



2002, well cared for, MoT, July 2016, two previous owners, delivery is not possible, full licence required to drive this one, £1500 Tel. 07817679588. Glasgow

## RAYDYOT SCOOTBOOT



genuine metal accessory luggage box, 55+ years old, believed unused, golden tick, all lid trim, plus fixing accessories, serious offers Tel. 07787 931 579. Lincs



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## AUTOMATICS

**AJS MONDENO 125** 2014, red & white, very good condition, 1191 on clock, £900. Tel. 07974 597982. Mansfield.

**APRILIA SPORTCITY** one 50cc 2T, 7145 miles on the clock, still running like new, can easily keep up with a 125, the top speed is 42mph (not bad for a 50) perfect for city and back roads cruising. The scooter has some really good tyres, when warm they grip like glue. The MoT is not due until February, does around 120+ mpg really cheap for fuel, £15 tax and cheap insurance, £1000 offers warmly welcomed Tel. 07707 228871. Blackburn.

**APRILIA SR50** 2013, 2 stroke, 10,200 miles, fsh, recent Malossi drive belt and rollers, MoT not needed till Sept 2016, £1000 ono Tel. 01172 799334.

**HONDA SPACEY** 250cc, Four stroke, genuine 27,676 miles, tyres and battery as new, Digital Instrument Panel, two keys, original 1984 instruction booklet, full MoT and service history, very good condition, £350. Tel. 01296 420614.

**HUATIAN SCOOTER** 125cc, red with black trim, 12 month MoT, new front forks, black seat with small storage underneath, 6500 miles, £500. Tel. 07443 501385.

**ITALJET DRAGSTAR** red, 2000 model, (1999 reg), immaculate condition, never got wet, one owner from new, 28,000km, new crank ass, + water pump, full history, £2450. Tel. 01530 230162.

**PIAGGIO VESPA** Primavera 3C, beautiful scooter, fantastic to ride, has two scratches on right panel, easily removed, £2000. Tel. 07948 151669.

## LAMBRETTA

**LAMBRETTA LI125** 185cc, full strip down and rebuild done two years ago, engine rebuilt with new alloy head and 185cc piston, new clutch, every nut and bolt replaced mostly with stainless, full respray all wiring replaced electronic ignition, new Rayspeed exhaust, historic tax (free), three owners, next MoT due 05/08/2016, full service history, £2700. Tel. 07476 299071. Herefordshire.

**LAMBRETTA GP150** 1976, fully restored, white, sand blasted panels before respray, new tyres, cables, exhaust, carb and electrics, 12 miles since restoration, tax exempt, original Indian paperwork and Nova letter included, requires MoT and UK reg, £2750. Tel. 01163 320713.

**LAMBRETTA GP150** 1980, fully restored, red, sand blasted panels before respray, new tyres, cables & electrics, 10km since restoration, tax exempt, original Indian paperwork and Nova letter included, requires MoT and UK reg, £2500. Tel. 01163 320713.

**LAMBRETTA GP150** original Italian GP150 registered as a 125cc, picture diary of full restoration, number of former keepers one, registered with the DVLA on the 6/4/1970 tax exempt historic vehicle, 14,000 miles from new, mileage can be proven via paperwork, still breaking in original engine, very good runner converted to 12V, scooter was discovered in a barn in Wiltshire, lots of paperwork and pictures included with the sale, serious offers considered, cash only on collection, £4250. Tel. 07516 487637.

**LAMBRETTA LI125** S2 original UK six digit registration scooter, dismantled some time ago, now part reassembled, engine turns over, all bodywork complete (except splash plate) and very straight, some damage to bottom of horn casting (one fixing lug missing), straight forward restoration, contact me for further details, viewing welcome, £1475. Tel. 07775 558343.

**LAMBRETTA LI125** 1963, registered with Lambretta Club, beautiful looking very good condition, restored in 2005, but not original colour, always gets interest where I go, it has a 175 kit on it and electronic ignition, twin seats with long seat to be sold with it, this bike has been so reliable for me, beautiful runner with the lovely Lammy sound, has been professionally sprayed in predominately red with some white flashes on the side panels and on the front stem, £3250. Tel. 01934 613756. North Somerset.

**LAMBRETTA LI125** Special Series 3 fitted with a 185 kit but registered as 125, scooter is full Italian in excellent condition starts on first kick everytime all the paper work in hand, any views welcome anytime, £3600. Tel. 07850 431215. Leeds.

**LAMBRETTA LI125** 1965, selling as a project, scooter was restored about five years ago and is in good condition, there are marks in paint here and there, has a 200 engine fitted with a 25mm Dellorto carb and Fresco exhaust, also including the original engine casing, selling as a non runner, had a MoT till 2013 when I put it on Sorn, it was running when went into the garage, gave it a look over and won't take much to get it sorted, there is a good spark and good compression, not had chance to check anything else, £2200. Tel. 07525 241475.

**LAMBRETTA LI150** Series 2, 1962, white & green, LI150 Series 2, 1962, runs well, looks good, V5, £2350. Tel. 07972 113950. West Midlands.

**LAMBRETTA GP200** Indian, tubeless rims, front disc brake, 13ltr tank, low mileage, £2400. Tel. 07979 758558.

**LAMBRETTA LI150** Special, MoT, 225cc, JB tuned full BGM shocks front disc, £3500 or swap for GTS300. Tel. 07831 195279. Essex.

**LAMBRETTA LI150** 1959, Series 1, in white with grey trims, only 1500 miles since it was restored, a real head turner, viewings welcome but no messers please, if you need more info, pics or would like to make an offer please call, £3995. Tel. 07508 574577.

**LAMBRETTA TV175** 1964, powder coated blue/white tubeless and original wheels will email all details, Mod with working 60's lights and 20 mirrors, looks like it's out of Quadruphenia will email images and full details, £7500. Tel. 07544 467464.

**LAMBRETTA TV175** Innocenti, 1963, full restoration, 3 in 1 back rack, 12V conversion, £4750. Tel. 07971 830785.

## LAMBRETTA PARTS

**DISC WINDOW SIDE** Six GP TV window side only no internals fair condition for age paint stripped by hand ready to paint, £120 no offers Manchester. Tel. 07500 845657.

**HYDRAULIC DISC** rear hub and go forks all coated black windows have been nicely cut into the disc hub all stainless parts used and my GP disc links lovely for a project, £300 plus postage. Tel. 07500 845657.

**JET 200 FRONT FORKS** 1980s, excellent condition, offers welcome, £180. Tel. 01922 458228.

**LAMBRETTA VEGA** spare parts, new and used, everything you need. Tel. 07523 983193. Staffs.

**LAMBRETTA** 225cc cast iron barrel/piston, unused and still boxed, buyer collects, best offer secures. Tel. 01453 860222.

**LAMBRETTA ADVERT** soft plastic from 50/60s 35" x 68" "Test drive a Lambretta here" no tears or cuts, affixes to wall with brass eyelets, background is blue with red letters also a Lambretta motif, £60. Tel. Martin 07788 446362.

**LAMBRETTA GP125** casing, mint condition 69/70 GP125 casing, no work needed, lovely and clean, £150. plus postage Tel. 07500 845657.

**LAMBRETTA J RANGE** spares, new and used, everything you need. Tel. 07523 983193. Staffs.

**LAMBRETTA RB PARTS** complete original Light AF Ducati GP Electronic kit, 34mm Dellorto AF NK RB Race Expansion Chamber (missing end can Innocenti GP150 Gearbox (chip on 1 tooth on 2nd gear), £225. Tel. 08795 50865.

**LAMBRETTA SERIES 1/2/3 SPARES:** Series 2 engine panel, bottom half headstet, badges, handles, two chrome escort front shocks, all sorts, new nuts etc. Series 2 rear footboards, Series 3 flywheel x mag, 6 volt, more bits call for requirements. Tel. 01268 696803; 07950 665190. Essex.

**LAMBRETTA SERIES II LI150/175** front forks blasted in undercoat, excellent condition, £45; R/Master w/screen nos, £45. Tel. 01732 833966. Tonbridge, Kent.

**SIP SPEEDO/REV COUNTER** for Series 3 Lambretta, white face, hardly used, £90. Tel. 0191 2373672. Tyne & Wear.

## VESPA

**LML STAR DELUXE** Star Deluxe 125cc fully MoT, new Weatherman tyres new cosa seat new Simonini exhaust new stand new front brake disk & caliper new speedo cable used every day for work very quick & reliable, £130. Tel. 07572 329498. West Midlands.

**VESPA 150** 1964, fully restored, sand blasted panels before respray, new tyres, cables & electrics, 10km since restoration, tax exempt, original Indian paperwork and Nova letter included, requires MoT and UK reg, £2250. Tel. 01163 320713.

**VESPA GTS300** 2860 miles dry, black, side bars, rear box, windscreen from Kegra Southend, 280cc, £3000. Tel. 07544 467464. Essex.

**VESPA DOUGLAS** cream, very good condition, MoT, no tax as off the road but very cheap for a year, genuine reason for selling, no time to get out on it, all work done by a local highly recommended scooter workshop, lots of extras, Tel. 07841 618248.

**VESPA P200** Black, first reg 2002 and this is reflected in condition, standard and far from abused, with 3,891 genuine miles on clock, £1400. Tel. 01453 860222. Glos.

**VESPA DOUGLAS** 125cc fitted with P200 engine but reg as 125, 1988 Maroon, in vgc used daily and very reliable, MoT until May 2016, fitted with Malossi Sports exhaust and Ancillotti racing seat, first to see will buy no problem, cash on collection or delivery please, £1300. Tel. 07917 557021. Essex.

**VESPA DOUGLAS SPORTIQUE** scooter has been blasted back to bare metal, and painted in Cornish cream, lots of new parts including new horn, front light, rear light, rear shock, front shock, cables set, light switch, tyres, mudguard crest, fork spindle, legshield badges, levers, petrol tap, rear brake pedal, tank gasket, grips, new speedo, foot board cap ends, 150 cc engine needs complete rebuild, also needs new seat cover and speedo cable, rear brake cable, this scooter does not come with a V5 or frame numbers, vin plate lost by previous owner, does come with a VCGB dating certificate, this is accepted by DVLA for registration, lovely scooter just needs building and putting back on the road, £1000. Tel. 07906 272310.

**VESPA GL150** 1962, Italian, in excellent condition, UK registered ready to go, £2600. Tel. 01302 709601. Doncaster.

**VESPA GTS SUPER IE** black, Akrapovich exhaust, Vespa flyscreen, chrome back rack, Decals can be removed, few scratches but it is three years old and been ridden not hidden, just had a new back tyre & passed the MoT, £2200. Tel. 07734 264379.

**VESPA GTS300** 2860 miles, black, side bars, rear box, windscreen, like new, £3000. Tel. 07544 467464. Essex.

**VESPA GTS300 SPORT** excellent condition, three years old, 4400 miles, Mat black, some chrome, West Midlands area, £2200. Tel. 07711 232831. Staffs.

**VESPA GTV300** Vie Della Moda Limited Edition, 2013, 11,000kms, full service history, lots of extras, fully rust proofed, wants for nothing! Scooter is in Northern Ireland, courier to mainland approx £150, or fly over and ride it home! £3195 ono Tel. 07411 299694.

**VESPA LX125** 2011 in midnight blue with matching top box and full chrome crash bars, only one other lady owner and garaged overnight, good condition (battery in LED clock needs changing) and MoT until Feb 2016, please contact for pictures or additional info, £1850. Tel. 07595 585205.

**VESPA LX50** 4V 2013, midnight blue, always serviced on time, has no mechanical issues, never in accident and kept very well! £3200. Tel. 30590 60526. Brickell, United States.

**VESPA P200E** in black, 3891 genuine miles, front disc brake, electric start - battery probably needs replacing (£30 for genuine battery), totally standard and far from abused, 12 months MoT (and irrelevant tax), rusted in usual areas, fair for age (mudguard seam etc), first registered in 2002, reliable, £1200. Tel. 01453 860222.

**VESPA PX125** 2008, 0 mileages, new still in the crate, white with black saddle, euro 2, disc brake model, a unique opportunity for the collection or lover of the pre 2008 Vespa PX, the Vespa is in the East Midlands, I'm in Sweden! £2500. Email. ofog@home.se

**VESPA PX125** Malossi 166, 2003, mint green, some scuffs and rust in the usual places, runs very well, MoT till 30th May 2016, £1600. ono, cash on collection only. Tel. Matt 07867 375344.

**VESPA PX125 V** reg, 1980, Malossi 166 rebuild Scorpion exhaust, lots of chrome, MoT, very clean and tidy bike real head turner, £2500. Tel. 07806 686580. West Midlands.

**VESPA PX150** 187, black, Chiselspeed engine conversion, parma kit, 60mm Mazzuchelli gas glow cut crank, Polini fuel filter kit, OMG fast flow tap, Bgm stand, Bmg big box exhaust, Dell or to 24mm carb, up jetted and tuned, casings ported and matched, high load bearings, 22T clutch gear, limiters removed, receipts for £1000 in September 2014, 15.6bhp Dyno supplied, £2300. Tel. 07854 875436.

**VESPA PX200** Year 2000, private plate - P200 ROO, Sito+ exhaust, smoked flyscreen not included, but have a red one that I could fit if wanted, located in Central Scotland. £1800. Tel. 07825 984037.

**VESPA PX200** brand new, 2002, never been on the road, garaged since new, aquamarine, needs to be ridden, will need commissioning, offers Tel. 07767 110112. Northants.

**VESPA SUPER** 125cc, 1966, black, MoT August 2016, starts 1st/2nd kick, LML 125 engine with 166 kit, lights work off a battery just like a modern scooter indicators have been added, lots of chrome trim, with backrest and spare wheel holder, three good tyres, used daily & very reliable, £2300. Tel. 07935 968488.

**VESPA GTS125** 13 plate, 26,000 miles, £2500. Tel. 07947 331707.

## VESPA PARTS

**GTS SEAT** to handlebar lock, used but in top condition, £15; GTS Arab Nero back pad for top box, new, £10; LX Vespa clear flyscreen, used but good condition, £10; new/unused wet battery (Yuasa YB9-B), fully charged, £20. Tel. 0208 7645691. London.

**VARIOUS VESPA PARTS** T5 barrel only, used, original and lined. £50. Brand new clear fly-screen for PX Vespa, £35. Brand new chrome Florida bars for PX Vespa, £50. Brand new chrome Flip-over backrest for PX Vespa, £60. Brand new chrome race front rack for PX Vespa £70. Scorpion exhaust for P200 with all brackets, springs & down pipe - cleans up well! Dent in bottom that cannot be seen, £40. Scorpion exhaust for P200 without brackets & down pipe - cleans up well! £25, buyer collects. Tel. 01453 860222. Gloucestershire.

**VESPA ET4** Cento 25 Y reg, for sale for spares or repair, has not been used for about 10 years, all body work still in good condition, no key to start or log book, LB can be easily obtained with form, pics available, £250. offers considered Tel. 01375 463442.

**VESPA T5** Mk 1 frame, K reg, complete frame, no engine V5 solid frame needs paint, £700 ono, PX200 engine 210 Malossi fitted, good engine, £600. Tel. 07746 114017. Lancs.

**VESPA/LML 150** 5 port engine, Brand new, 150cc engine, this is a non tubelube engine complete with carburettor, no starter motor, possibly could deliver for price of petrol, £400 ovno Tel. 07983 989028.

## WANTED

**COMPLETE VEGA OR D125/D150** either restored or needing work or original, scooter must have V5 with matching engine/frame numbers, cash waiting and can collect fast, for private buyer and Lambretta enthusiast. Tel. 07504 625213.

**DKR PARTS WANTED** have a 1957 DKR Dove and I need some parts, I also happen to be in Australia. Anyone with any parts or know where some parts may be, please email Adam. Email. greenie994@hotmail.com

**LAMBRETTA J50** or Lui wanted, preferably UK registered. Tel. 07850 325426. Email. julian1@tvsound.demon.co.uk

**I AM LOOKING FOR** a Lambretta Vega racing exhaust made by Kegra. Tel. 07977 148829. Leics.

**M51 FISHTAIL PARKA** XL, must be genuine in good condition with liner. Tel. Allan 07806 376087. Suffolk.

**MADRID REAR RACK** with backrest to fit classic large frame Vespa, Cash waiting. Willing to pick up nationwide. Tel. Spencer 07966 486554.

**PETROL TANK** Vespa small frame petrol tank not PK, V5/90 Primavera type required, not bothered about appearance but must be clean & rust free inside. Tel. 07727 017234.

**WANTED NANNUCCI** mudguard original, or remade wanted for smelly scooter, cash waiting. Tel. 07973 717520.

## MISCELLANEOUS

**BSA SUNBEAM** B2 Service Sheets, £16. Triumph Tigris Spare Parts Book, plus Instruction Book photocopy, £10. Zundapp Bella 204 Booklet, Operation & Maintenance, £15. Zundapp Bella R150, Spare Parts List, illustrated, in German, £20 all plus p&p. Tel. Martin 07788 446362. Leics.

**HAYNES WORKSHOP MANUAL** Peugeot Speedlight, Trekker & Vivacity, 1996 to 2005, unmarked white pages, like new condition, £8. Tel. 07989 951895. East Kent.

**GTS SEAT** to handlebar lock, used but in top condition, £15; GTS Arab Nero back pad for top box, new, £10; LX Vespa clear flyscreen, used but good condition, £10; new/unused wet battery (Yuasa YB9-B), fully charged, £20. Tel. 02087 645691. London.

**SCOOTER NEWS** 1955-1959, 40 copies, good condition, best offer. Tel. 07977 445465. Yorkshire.

**SCOOTER SIDE CAR** with Lambretta fittings, Watsonian Bambini MK 2 sidecar, body needs small fibreglass repairs, needs respray, or could be used as is, chassis has had new channels, bearing & spring, new coupling to fit Lambretta, £1500. Tel. 07972 113950. West Midlands.

**WATSONIAN BAMBINI MK 2 SIDECAR** & LI 150 series, sidecar body needs several small fibre glass repairs, also needs screen & light & respray, could be used as is, Chassis has had new metal channels, new spring and wheel bearing and new coupling to fit Lambretta possibly accept Lambretta or Vespa scooter or parts plus cash as part exchange, £3850. Tel. 07972 113950. W Midlands.



# SCOOTER TRADER

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<b>BODYWORK</b>	EXHAUST (ITALIAN) £49.95
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FRONT MUDGUARD T5 £49.00	PISTON KIT PX125 £35.00
FRONT MUDGUARD T5 £49.00	PISTON KIT PX200 £45.00
HANDLEBAR TOP £20.00	PISTON KIT T5 £65.00
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# INSTRUMENTS for Professionals

It is strange how certain customs evolve and end up with a different theme than the one first envisaged. Matt Hopkins, owner of this stunning street-racer, first came up with a Formula 1 theme for this scooter while lying in hospital. This happened two years ago after being knocked off this particular machine!







**A**long with scooters Matt has an affinity for motorsport, so while recovering from his accident he talked over his idea with custom guru Mick Gauntlett of Surrey Scooter Services. The initial plan was to have Rolex (F1 sponsor) watch faces airbrushed on the side panels along with other associated brands. They also discussed replacing the GP panel grilles with grilles from some sort of sports car.

Anyhow, after a quick search on eBay they spotted a pair of wing grills from a Bentley Mulsanne. These (with a bit of adaption) fitted perfectly, so a slight change of direction took place and the focus switched from Rolex to Breitling – a brand more synonymous with the Bentley marque.

Now if I mention the names Bentley and Breitling this conjures up one word; quality. So with this upmarket base to work from, the donor GP200 was stripped and prepared for paint.

But before anything was done a few frame mods took place. First the horncast and seat grilles were moulded in and then 'meshed'; the frame toolbox door was welded up and smoothed in; and also the panels Frenched to take the donor Bentley inserts.

Once happy with these areas the framework etc. was passed over to Dale Challis at Extreme Paint & Fabrications who applied the Tungsten basecoat, an actual Bentley colour. Matt and Mick had big ideas though and through other projects Mick had been in contact with 80s paint magician Paul Karslake. Paul, the art force behind such scooter legends as Dazzle, Spiritwalker, The Gambler, among many others, now focuses more on fine art commissions, although he still dabbles in the odd scooter if it takes his fancy. Now they weren't sure if Paul would have the interest or even to the time to carry out their ideas, but after



**Above:** Skilfully painted wood effect mimics the handcrafted dashboard of the luxury cars.

**Below:** Unique billet rear hydraulic rear hub and brake assembly, inspired again by Bentley.







**Above:** The engine chain casing has been hydrographically dipped to result in the carbon fibre effect. **Below:** That's a genuine Breitling clock from a Bentley dashboard mounted on the painted dashboard on the top of the toolbox. **Bottom right:** Custom seat matches design from that of the Bentley Continental GT and a Bentley 'Flying B' key ring is fitted to the seat catch.



## SCOOTER DETAILS

**Name of scooter:** Instruments for Professionals

**Scooter model:** Lambretta GP

**Inspiration for project:** After a nasty off on my GP, lying in hospital Mick said we'll rebuild your scooter better than ever. Started off Formula 1, ended up Bentley!

**Time to build:** Twenty months by Mick at Surrey Scooters.

**Frame mods:** Smoothed forks, horncast, Bentley grilles Frenched into side panels. Double dropped headset. Welded over toolbox door. Legshield toolbox smoothed in. Custom rear hugger mudguard.

**Specialised parts:** Scaled up copies of Breitling watch winders machined as bar ends and fuel/choke taps. Bespoke badge on horncast, Bentley boot badge and Breitling clock on legshield toolbox, custom seat with Bentley Flying B keyring fitted to catch, mesh fitted to horncast and billet rear hydraulic rear hub and brake assembly, Bentley grilles from wings of Bentley Mulsanne fitted in place of GP panel grilles, brushed Stainless steel floor plates laser cut, modified Bentley GT Continental brake pedal.

**Engine:** TS1 225, 34mm flat slide Dellorto, AF race crank, 5-plate clutch. Pipe Designs (Germany) exhaust with carbon fibre end can, plus all the usual mods.

**Paintwork:** Base coat is Bentley Tungsten by Dale at Extreme Paint & Fabrications.

**Murals:** Airbrushing on scooter and crash helmet by Paul Karslake.

**Hardest part of the project:** Trying to find someone to CNC the Breitling B logos onto the bar ends/choke/fuel taps which are domed, making it even harder to achieve the same look as the original.

**Anything still to add to the scoot:** I think it'll always be evolving.

**Thanks:** Mick Gauntlett at Surrey Scooters for his ability to visualise the finished project and his contacts without which it just wouldn't have been possible. Tim Lake for assisting with the build and greeting me with suitable verbals during visits to view ongoing work. Huge thanks to Paul Karslake for the stunning airbrushing, his work simply speaks for itself. Also Dale Challis at Extreme Paint for the base coat and fabrications and for showing supreme patience as we changed designs ongoing. And finally thank you to Romans International for being so accommodating during the photo shoot.





## OWNERS DETAILS

**Name:** Matt Hopkins

**Job:** London black taxi driver.

**First interest in scooters:** In 1996 when I had my first stab at doing the knowledge to become a cabbie.

**First scooter:** A Vespa T5 from R Agius Ltd.

**First rally:** Isle of Wight 98. I took a Series 1 with a Watsonian sidecar, riding solo from South East London.

**What do you like about rallies/events:** I like admiring other scooters and the owners' efforts. Banter with mates, meeting new people, listening to good music. All done with a beer in hand.

**If you were a rally organiser, what one thing would change:** Perhaps a massive best in show trophy that is only kept for the year but have your name on forever.

**Favourite custom scooter of all time:** Steve.

**Recommended item of riding kit:** A decent lid, mine saved me two years ago. I nearly died you know!

**Most useless part ever bought:** A Lambretta slotted kickstart with billet peg. Saw one on a website site and thought 'I've never seen one of those'. Now I know why, it bent like soft toffee first time it was used to kick the bike over!

**What part would you most like to see developed for scooters:** A seat with a built-in custom inflatable pad for long touring.



“Scaled up copies of Breitling watch winders have been machined from mild steel as bar ends, and also fuel and choke taps.”







an initial introduction he was inspired and agreed to put his unique touch to the scooter.

Not only were various logos and emblems added, but also scaled up watch faces designed to fit perfectly on both side panels. He also then had the idea of incorporating a picture of the founder of Bentley Motors, W O Bentley, next to an exact copy of the rough sketch Mick came up with at their meeting, air-brushed on the toolbox door. This is really clever as it not only shows the thought process behind the scooter, but even includes a coffee cup ring stain!

Another nice touch is the airbrushed faux wood panelling to match the Bentley interior and the matching crash helmet – proving Paul is still right up there with the best.

Of course there is no point mentioning the phrase street-racer with just pretty paint; exotic engines, upgraded state of the art braking and handling are also a must. So while the frame was away Mick set about these areas.

First up the engine was given the full SSS treatment; TS1 225 top end, AF race crank, 5-plate clutch, Pipe Designs exhaust and 34mm flat-slide carb. The casings and covers – like the handlebar couples – were also hydrographically dipped to give a carbon fibre effect.

To aid braking twin discs were fitted to the front and a billet rear hydraulic set-up used. Suspension was also upgraded with quality front shocks and a modified R1 unit at the back.

Now this is where Matt and Mick could have sat back content and just given us a very tidy scooter. Luckily for us though they are both perfectionists, and this was just the start of the embellishment. Look closely at the photos and you may notice some very

special additions and fabrication. Scaled up copies of Breitling watch winders have been machined from mild steel as bar ends, and also fuel and choke taps. A bespoke 'Breitling for Bentley' badge appears on the horn cast and a Bentley boot badge with lift up flap has made its way onto the legshield tool box.

An actual Breitling clock (from the dashboard of a Bentley Continental GT) is fitted into the top of legshield toolbox. A custom seat with diamond quilting to match the Bentley Continental GT seats was made from scratch and once again incorporated the Bentley logo with embroidery. A Bentley 'Flying B' key ring is fitted to the seat catch. Brushed stainless







steel floor plates have been laser cut with Bentley Speed logos. An actual Bentley GT Continental brake pedal has been modified to replace the standard brake pedal – the list just goes on and on!

Now along with the panel grilles the standard of finish is second to none, and makes this machine really something special. Even something as simple as the forks have been looked at with a new perspective, cleaned up with all the welds perfectly smoothed over. In all it took 20 months for the transformation, and a recent 500 mile road trip through Europe proved this scooter is not only a thing of beauty but also a proper working model.

In 30 years of being involved in the scooter custom world it takes something a bit special for me to get overly excited, however in this case I'm smitten!

**Words:** Dave O

**Photography:** Richie Lunt

**Above left:** Adapted Bentley Continental brake pedal.

**Above:** It's amazing what you can get to fit a scooter.







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# Show us your Scoots



Tiffany and Stuart celebrated their third wedding anniversary in August, honeymooning at the Grand Hotel in Brighton then on to the Isle of Wight scooter rally.



Christian Simpson owns the 150 Special pictured here, which also appeared in the film Brighton Rock, which celebrates its 50th anniversary in September.



Dave 'Boss' Griffin of Llangollen, North Wales, has owned this 1967 Italian Lambretta SX 200 Special since 1985.



This was Frank's pride and joy in the early Seventies, an Italian GP 200, when he was a 'young soul rebel'.



Johnny Street's 1980 SIL GP 125 pictured at Aberdeen Beach, Scotland.



Last year Dick Prescott from Stainton in Cumbria sent us these photos of his scooters. First up is a 1969 X150 Special which he bought in 1979 (pre Quadrophonia), for £65. He says: "It was originally cream and brown, but was resprayed by myself firstly all black, then a blue metallic. The old fella in the picture is my late dad, Tommy. After it repeatedly broke down I eventually gave it away to a mate.

"I then bought a brand new V-reg Vespa P150X in red from a bike shop in Carlisle, and used it to go to my first, and so far only scooter rally in Scarborough in 1980. After a nasty accident I lost my bottle and sold the scooter but never lost my love of them. After 34 years I have recently bought a 2011 PX125 Disc and I am currently getting used to scootering again. My first trip on it was a bit hairy, which is more than can be said for my head!"







**Ben Goodwill's first ride on his Vespa PX125 to the Cow and Calf in Otley.**



Thornton Peck writes, "My wife and I were married in Dunedin, New Zealand in January 2015. For our wedding vehicles we used my 1964 NZeta and 1964 Vespa GS160. The NZeta has had just two previous owners and is unrestored, while the GS160 was a barn find and now runs a SS180 barrel bored for a PX piston. The day was great, even accounting for my natural bias, with a great gathering of family and friends."

## Least crap snap



Spooner shot his scooter at Bournemouth air show recently, and as we went out to watch the final flypast of the Vulcan bomber we can only marvel that he managed to capture both machines so well. Oh yes, the scooter; it's his original Spanish Lince 200.



Jai Bunting's custom Vespa Chop, Piss in My Eye Boogie, with King Kurt's Smeg aboard.

To encourage you further into sending us some fine and artistic images of your scooters, those kind people at Silkolene have offered some goodies for each month's winner of the Least Crap Snap.

Firstly we have four one-litre bottles of Scoot Sport 2 oil, which is a synthetic, ester based low smoke 2-stroke engine oil that retails at around £9.35 per litre. There is also a litre bottle of Wash Off, Silkolene's 'spray on, wash off' cleaner to keep your scooter shining. This retails at £7.35, giving the prize a total value around £45. To find out more about Silkolene visit [www.silkolene.com](http://www.silkolene.com)

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# WOT RALLY

Now in its fourth year WoT Scooter Rally at The Ukrainian Youth Camp at Weston-on-Trent in Derbyshire is firmly established in the rally calendar and has consistently attracted more than 1000 attendees. Despite the inevitable clashes in the ever-crowded rally calendar, this year was to be no different.

**M**embers of Gatecrashers & Skegby Scooter Clubs were on site Thursday to get the site ready and with an acceptable weather forecast Friday was soon upon us with early arrivals starting to fill the site up.

The two halls on site provide ample under cover entertainment space and as always we kicked off with a karaoke style 'Rallyaoke' in the Northern room from dinner to around 8pm. A massive plus with this rally is your ability to sup your own drinks anywhere on site although many choose to sample the 'local' Ukrainian beers and suffer the hangovers these strong ales bring the following day. Friday night's bands, locals The Preposterous Monkees and from Glasgow Dexys Bootleg Runners, both went down well and at around 2am the last of the stragglers were heading back to their tents.

A slightly overcast but dry Saturday soon turned the site into a very busy one with hundreds of day trippers swelling the numbers to participate in the Custom Show or shop the well attended parts fair with a variety of inflatables also provided for the youngsters. Rallyaoke again saw the Northern room heaving with budding singing stars.

With Barry and Paul from Lincolnshire agreeing to judge the Custom Show for us they certainly had their work cut out with the fine array of entrants. Notts/Derbys Club Borderline Drifters duly picked up the best turned out Trophy for their impressive attendance numbers.

Saturday evening in the main room saw us issuing a 'parental guidance' announcement for the support band Hung Like Hanratty and with tracks like The Ghost of Jimmy Saville and Clean up your Dog Shit you probably get the picture, however to say they went down well was an understatement. Sheffield's Jungle Lion headlined with a top crowd pleasing set of covers that kept the room bouncing.

It was on Saturday evening that the usually spotless shower and toilet facilities started to cause some concern and we were left wondering if bears really do poop in the woods as we chased down blockages throughout the site finally to receive the 'all clear' at a minute past five in the morning.

Lots of happy smiling faces leaving the site on a very sunny Sunday is always a good sign and in 2016 we are back to our regular slot of two weeks after the August Bank Holiday.

**Andy Butler**



## THE MAGNIFICENT SEVERNSIDE SEVENTH FUN DAY



Once again, July was upon us, and our commitment to staging yet another Fun Day. A week later this year due to other commitments/ demands, but nevertheless the desire to stage an event better than the last.

The morning arrived, we drew back the curtains, and it was raining! The weather forecast promised that it would clear, but you just can't tell – after all, this is Great Britain! However, despite being very dank and dismal early doors, the weather report proved to be correct (for once), and we were blessed with a cracking day.

This year we partnered with Headway Shropshire as our local good cause. They provide care and support to survivors of brain injury, to their families, and carers. We visited their facility at Oxon Business Park in Shrewsbury, and were touched and amazed by what they achieve with little support, other than voluntary donation.

For the last two years, we have raffled a Lambretta to support our chosen cause. This year, in the interests of balance, we purchased a Vespa PX200. Ticket sales were slow initially, but extremely brisk on the day. The raffle was drawn by Lizzie Evans from Headway Shropshire, and the lucky winner was Matthew Sargeant.

Lizzie also chose best Lambretta and best Vespa on the day, which went to Mike Jones and Tony Lewis respectively – well done both! Mike has won three trophies for best Lambretta, and I think Tony said this was his 67th!

Usual attractions on the day included face painting, temporary tattoos, scooter parts, helmets, and this year, a Piaggio Ape converted to a coffee machine, popcorn, ice cream, and hydro dipping. Quite an eclectic mix, I think you'll agree?

A call from our 'ride in co-ordinator' suggested a better than average turn out, so we braced ourselves for the usual clamour

for parking spaces! All riders were patient and understanding, and we managed to accommodate all comfortably.

All in all, another successful event, and a stunning £3050 raised for Headway Shropshire. A big thank you to all the members, traders, and organisers, but the biggest thanks of all to you, friends old and new, who made the day the success it was.

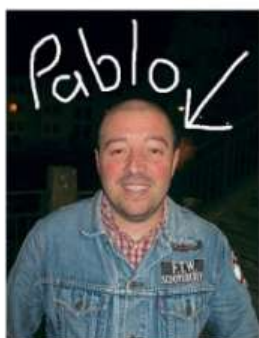
Special mention for Jarvis Scaffolding, The Red Barn, Scoop-alicious, Andiamo Caffè, Iconic Vintage, Mod N Classics, JK Coatings, Tommy Gee, Steve Davenport, Toot Sweets, Andrew Wagner, Dave Blumfield, Russ Reeves, Mark 'Lofty' Drury, UK Hire, Griffiths Tool Hire and last, but by no means least, Joby.

This was our seventh Fun Day, but sadly, was to be the last at The Red Barn. The brewery has sold the car park for development, so the search is on for somewhere new.

**Words:** Jezza



## THE 2ND RALLYE SALVAJE, SPAIN



Do you remember a time when rallies weren't organised, they just happened? We would ride to a seaside town, camp on some waste ground and do a pub crawl.

**R**allye Salvaje, the brainchild of Pablo from Valencia and Javier from Barcelona, is a 21st century version. With the benefit of social media and cheap flyers they advertise an isolated campsite in a beautiful location and what happens next is up to whoever turns up.

The second Rallye Salvaje (wild rally) was situated in a stunning valley deep in the Spanish Pyrenees and promised some great riding on the way. I arrived at about 8.30pm on the Friday to find one tent on the scooterists' area and a dozen people at the bar. Pablo told me that they were about to ride into town and I should catch them up at whichever bar had scooters outside.

I have a problem with drink driving which is not shared by most French and Spanish

scooterists so after putting my tent up and calculating the walk back into town I opted for some large measures from the campsite bar and an early night so that I could get into town early enough to book a hotel room for Saturday night.

I knew that this rally would only appeal to a certain kind of scooterist and it turned out to appeal to fewer than Pablo had expected. The next day we numbered 18 in total! The other 17 had enjoyed their night in Broto where the only organised event was some scooterist sounds at a local bar. Some of the more dedicated then gatecrashed a local party and went to their beds around 7.30am.

Everyone was up for the ride out at midday though and we set off along the winding road to Biescas to gather at a bar before riding up to the 'Octopus Fiesta' just

outside town. As two of the three foreigners, Emmanuel and I impressed the Spaniards by sharing a plate of sliced octopus tentacles and then we split up into 'those who wanted to ride up to the ski station at Panticosa' and 'those who opted for a swim back at the campsite'.

The evening kicked off sampling local ales at the campsite where we learned that after Panticosa, Pablo and his mate had decided to head over the border to France. The rest of us went for a pizza and laughed about various scenarios that might explain the ongoing absence of the two renegades. They turned up around midnight after riding back in the dark, in T-shirts, well oiled and sharing one front and one back light. Truly a rally in the spirit of the Eighties!

**Paddy Smith**







# SIP's Vespa

Road  
Trip to

# Corsica





I knew immediately that it was going to be a big trip again when my passenger buckled his 15kg baggage into the footwell at the crack of dawn, and puttered along with me, relatively relaxed, to the SIP Scootershop in Landsberg am Lech.

A total of 17 Vespa scooters of all shapes and sizes met there. From PX to VBB, Rally, SS, SS180, Sprint and even two GTS 300s, we set off from there together in the direction of Corsica.

First stage destination Bergamo. The weather was excellent and I enjoyed cruising with my siblings over the well-developed country and pass roads.

We rode up onto the Hahntennjoch at an altitude of 1895m above sea level – during which one of my companions was given a new stator plate to keep him on the road – with an amazing backdrop. Then it was on to Reschenpass, past Lake Reschen and its sunken church tower to Latsch, where SIP customer Egon Vent welcomed us on his Struzzo, and led us to his favourite pasta location. There we waited patiently for our riders in a shady car park.

Then the air became thin, because we went bend by bend up Stelvio Pass at 2757m above sea level. The view and atmosphere were breathtaking, for me in the most literal sense of the word. We reached Bergamo late, and were parked on a terrace in the middle of the old town, with a view of the discreetly lit little town, to sleep.

The next morning we visited a supplier, DMD Helmets, and our riders rummaged through the well-stocked shop, before it was on to the hot and turbulent Autostrada to Milan. The sun shone from above at what felt like 200°C, and the hot asphalt simmered below. I felt like we were continually blazing towards a wide-open oven, and envied my newer siblings with their water cooling!





## Drop it like it's hot

My driver lost his iPhone at full speed, which slid across the road surface, and went directly under the crash barrier and landed in the field. Of course I could have caught it with my footboard, but that would have been too easy. So he had to go to the Milan Deus Shop and the KD House, a mega burger bar, with a cracked screen.

Genoa was waiting for us, and after the obligatory cannonball by our riders, we were lashed under the main deck of the ferry to Bastia like little calves, and sailed to the French Mediterranean island overnight.

The next morning, we were welcomed directly at the ferry port by some members of the Scooter Club du Sud Est, and

meandered along the winding roads together, down the beautiful west coast to arrive at the destination near Ajaccio around evening.

Two relatively relaxed days followed. Worn clutch linings were preventatively replaced, disc brakes vented and for the exhausted but happy riders, there were numerous cool-downs on the nearby sandy beach. The hospitality and festive mood of the French was confirmed as usual. It seemed to me as if there was wine from their own vineyard, the world's best Bouillabaisse, grilled fish that was personally selected from the fish market, and always happy songs alternating between the style of the French and Bavarian beer tents.

"Viva la Tonton! Viva la Tintin!", "Oans, zwoa, drei – g'suffa!!" Once again an impressive chapter of German and French friendship.

## RSVP

But all good things must come to an end. We were loaded up, said goodbye to our hosts and got back on the road towards the ferry port in Bastia.

The eternal meandering of the tight, poorly built roads must have seriously afflicted my helmsman, because on one of the bends, a vehicle stopping abruptly became a disaster for us. My original chassis is simply not made for bumpy roads and rapid braking manoeuvres, and ultimately brought us





down. My mudguard received a large dent and the left side panel was scratched.

My rider lost a piece of his tooth, suffered various grazes on his arms and legs, but got back on my seat again after a short hospital stay in Calvi. Even though the temperatures are hot, and you would prefer to drive through the neighbourhood on us naked, I certainly recommend you think about appropriate protective clothing here and there.

The next morning, the travelling speed was predictably slightly reduced, and after a short ferry ride to Livorno, we were driven to Massa, and met the members of the local and best organised Vespa club there. Once again there was revelry, and the songs sounded again. Grazie el Presidente, siete famosi!

The next day, after a short but eventful interim stop in Maranello and the Ferrari Museum located there, our route led to the Trattoria la Val at Garda, the hideout for the night. Our companion Zini from Stoffi's Garage celebrated the arrival of his birthday there, and once again the clearly successful evening was highlighted with praise songs for the jubilarian. The route home along Lake Garda and over the Brenner pass was uneventful, and of course, just before Sterzing came the rain and significantly lower temperatures.

Unfortunately my clutch shaft seal gave up the ghost, and after a short diagnosis, the ADAC plus transportation was ordered. It was somewhat degrading for me and my man, not

to be able to pass the town sign of Landsberg am Lech with our other companions, yet as consolation, we were chauffeured home dry and well-tempered in a Ducato.

I am a Vespa Sprint Veloce, 42 years old and therefore five years older than my driver. My heart is made of a PX 200, and lifted with a 210cc Malossi cylinder called Sport, a long stroke shaft, Venturi suction head and an SIP Road exhaust. I am visually damaged and I need open-heart surgery, but I am not tired. My driver will patch me up, and I am already looking forward to speeding through European country roads, motorways and pass roads with him again.

Can't stop rollin'.

**Christian's Sprint**



# Twofold one-off

“What have we got here then?”

“It’s a folding chair, officer.”

Apparently, the coppers did not find Sebastian Schumacher’s reply that funny which gave them an incentive to really start poking around. But then they would have done that anyway. By the way, it has to be explained that the expression ‘folding chair’ in this context means ‘unstable ride’ in German and the law stopped our protagonist for exactly that.











**S**o, to come back to the question, what have we got here then? For starters, two clichés that do not match up. A street legal scooter that doesn't even remotely look like it would pass the strict German type approval laws and a German with a sense of humour. Needless to say the other two Germans in uniform were lacking it somewhat and put the suspect device under stringent scrutiny.

The result was equally unusual; instead of being taken into a police cell and slapped with a pair of leather gloves Schumacher got away with it. Well, sort of, they issued a ticket for a missing cat's eye – which is the standard procedure if they cannot find anything else. But how could they not see the elephant in the room? Quite simple, Schumacher is in the possession of a log book containing entries of modifications the length of War and Peace.

### Monarchy

To illustrate the German type approval system (or rather the system in German-speaking countries as it is similar if not worse in Austria and even stricter in Switzerland) you'd have to distinguish between vehicle homologation and individual approval. If you manufacture vehicles or components for a mass market you will have to homologate them before they are being made in certified production lines. The automotive industry pays billions for this.







## OWNER DETAILS

**Owner:** Sebastian Schumacher

**Job:** Electrician/alarm system fitter.

**Scooter club:** Framers SC, Odenthal (near Cologne), and Helium SC.

**First interest in scooters:** I started on small mopeds. After passing my motorcycle test I wanted something easy to work on and bought a 1982 German PX 80 (converted to 135cc) in bits.

**Favourite model:** Vespa U.

**Favourite style of custom scooter:** Actually, I like most of them; cut down, Modded up, original paint resto, whatever...

**First rally:** 2004 in Cologne organized by the Scooter Center.

**Worst rally:** Vespa World Days in London.

**How could the scooter scene improve:** More geared scooters and fewer autos.

**Farthest ridden on a scooter:** 3150km (2000 miles) from Odenthal to Oslo and back.

**What do you like about rallies/events:** The fact that people sacrifice time and make an effort to organise events to keep the scene together.

**Who first inspired you in the scooter scene:** Anybody who rode geared scooters to rallies really.



Even the homologation of a simple part like a one-piece steel wheel will cost several grand so, unless you have the disposable income of a Tory back-bencher, this option is ruled out when trying to legalize your freshly customised transport.

What's left for all the customisers and private bike builders is, a) to use components that come with homologation documents and/or, b) find a TÜV engineer who is willing to pass your modifications. As most of you can probably imagine, finding one of these people is about as likely as meeting the yeti – at least nowadays.

Absolute power corrupts absolutely and in the past this totalitarian method of vehicle licensing was quite prone to bribery which is why the scrutineers themselves ended up under heavy scrutiny. Today inspectors carry out random checks on their junior colleagues, sometimes up to a few times a week, and any irregularities could put an end to a career in a well paid job.

### Oligarchy

Now, given this background and looking at the extent of alterations on this Vespa one might marvel as to how Schumacher managed to convince the TÜV guy. But who are we to dispute these entries so why not simply have a look at what they actually are? At closer inspection we have a frame that started life as a PX item which was cut in various places. The legshields

“If you manufacture vehicles or components for a mass market you will have to homologate them before they are being made in certified production lines. The automotive industry pays billions for this.”





were narrowed by 60mm on either side which gives them an overall width of 17in and they were also shortened by 65mm from the top.

A PX toolbox was cut down the middle and welded to the adequate width. On the other side a shortened T5 horn casting was fitted. And, of course, the sleeve retaining the top steering race had to be removed and welded back on.

At rear the frame was cut in the areas around the seat and the tank was modified to suit. Then a slope was fabricated out of sheet metal, finished off with tunnels for the rear/brake-light units and welded in. With a lowered steering column it was imperative to also shorten the forks between the steering races by 65mm. And while the angle grinder was already out why not chop the bottom tube too?

To compensate the loss of this 70mm length, a preload adjustable YSS shock absorber for a Piaggio Zip was mounted. The engine panel was cut and louvred while the spare wheel panel was cut and closed underneath with a metal sheet. Coincidentally, the chassis was modified by mate Dietmar who sold it on as an unfinished project.

## Democracy

From here on Schumacher took over. Ending up with a bike that now sits 5½in evidently wasn't enough so a dropped headset was fitted which harmonises nicely with the 6ft tall owner. Naturally, there is also a German term describing the subsequent riding

**Below:** 30mm Mikuni power jet carb fuelled by a Mikuni vacuum pump feed the 210 Malossi kitted engine.

position which is 'Klappmesser' (folding knife) though this is usually applied to bikers who think they look cool on their wide-bar-mega-foot-forward low riders.

Anyway, time to turn our attention to the stop and go qualities. The latter were achieved via a ported Malossi 210 barrel with a modified piston, a 30mm Mikuni power jet carb on a Tassinari V-Force 3 reed block in a German made MMW2 reed cage fed by a Mikuni vacuum pump.

A machined crankshaft with an eccentric DRT big end pin brings the stroke up to 62.5mm, the exhaust







gases exit via a right hand JL pipe and a BGM Superstrong clutch gets the power on the tarmac. A dyno run at Scooter Center revealed the power output at the back tyre had been upped to 30hp.

## Bureaucracy

Stopping-wise fully hydraulic disc brakes have been installed at the front and the back. The former using a master/slave cylinder combination by Grimeca, the second is a complete unit supplied by Scooter Attack with a MMW brake pedal/master cylinder unit, both using braided steel lines that come with homologation documents. All this work was carried out by the owner, just like everything else that was left to do like the electrics, the self-laminated belly pan, the self-made seat and various other details.

"Are you happy with the result?" I enquired.

"The mission was to build something uncomfortable, noisy, lowered, fast but TÜV approved," Schumacher reflects, "and I can say it's been thoroughly achieved."

"In every respect?"

"Even better, as it came with an add-on bonus; it rides like a bag of shit!" Amazingly, the appropriate term to literally describe this form of joy only exists in English; twofold.

**Top left:** Acwell digital speedo, another part that had to be TÜV approved before it was legal to use on the road.

**Middle left:** Fully hydraulic rear disc brake by Scooter Attack.

**Above left:** Popular on scooters here in the 80s, a quick action throttle.

## SCOOTER DETAILS

**Name of scooter:** Klappstuhl ('folding chair' – meaning unstable ride in German)

**Model:** Vespa PX

**Inspiration for project:** Wanted something uncomfortable, noisy, lowered, fast but TÜV approved.

**Time to build:** Frame modified by my mate Dietmar. Took me six month to complete.

**Frame mods:** Legshield cut, fork shortened in two places, mount for top steering race cut and welded on lowered steering column, tank shortened and seat embedded in frame, PX legshield toolbox cut and welded. Engine panel shortened, louvres and holes cut into it. Spare wheel panel shortened and closed at bottom. Tunnels in bodywork for LED rear light and LED indicators by Paaschburg & Wunderlich ([www.pwonline.de](http://www.pwonline.de)). Cut out in front of seat, lobe behind seat cut from sheet metal and welded on.

**Specialised parts:** Fully hydraulic front disc brake with Grimeca master cylinder, fully hydraulic rear disc brake by Scooter Attack, Braided steel brake lines by Spiegler, rear brake pedal with master cylinder by MMW, one-off wiring loom by owner, self-made seat made of wooden board with foam mat covered with synthetic leather, self-laminated fibreglass belly pan, Acewell digital speedo (TÜV approved), quick action throttle, Pro Grip grips, preload adjustable YSS shock absorbers for Vespa PX at rear and Piaggio Zip at front.

**Engine:** Malossi 210 barrel, ported auxiliary port, modified piston, MMW 2 reed cage, Tassinari V-Force 3 reed block, 30mm Mikuni power jet carb with Mikuni vacuum pump, BGM Superstrong clutch, right hand JL pipe with exhaust tape, 'Glockenwelle' crankshaft (i.e. webs machined into bell shape) using DRT big end pin giving 62.5mm stroke, standard reprofiled cylinder head, standard ignition system.

**Dyno power output:** 30hp at wheel (all work done by owner).

**Top & cruising speed:** Cruising 65mph & top 80+ mph – needless to say it's completely unrideable at that speed!

**Is the scooter reliable:** Yes!

**Paintwork:** Completed by Dietmar's mate.

**Overall cost:** Over €5000.

**Hardest part of the project:** Not to cut it down even more...

**Advice for anyone starting a project:** If you'd like to ride a street legal scooter in Germany make sure you find a friendly TÜV engineer and build/modify everything to his recommendation. That gives you the best chance to get the modifications entered into your log book, i.e. legalised.

**Favourite dealer:** Scooter Center Cologne and small dealers/manufacturers from German Scooter Forum offering specialised parts.

**Thanks:** To Dietmar O.

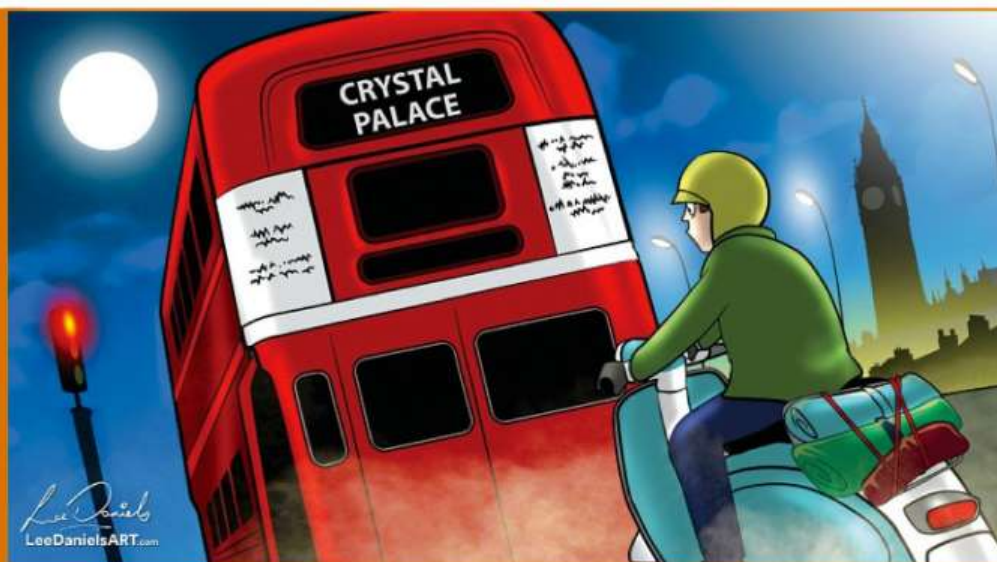
**Words:** Marcus Broix

**Photography:** Andreas Reinhold



# INTO THE SUNSET

This is a story about the dying days of the first scooter boom and takes us back to the early 1970s.



In those days Lambrettas were still made in Italy (just), the Motown record label was still based in Detroit and the music they and Atlantic, Chess etc. made was simply called soul and not Northern Soul.

The best place to hear this near where I lived was in a large room above the Nag's Head pub in the village of Wollaston, in the wilds of Northamptonshire.

Big Bob's discotheque was legendary as was Big Bob himself, sadly no longer with us. He played great records and rarely spoke. In fact the only time I heard him utter a word was when he dealt with a group of greasers who were noisily demanding Stones records. "If you don't like the music, f\*\*k off," he told them. And they did, helped no doubt by the disco's bouncers, who you got on the right side of by buying them the occasional pint.

The Nag's Head also had live music on Saturday nights but this was "progressive rock", sometimes introduced by the late, great John Peel and of little interest to us scooter boys. Some groups who played there, like Wishbone Ash, later hit the big time.

Sunday night, though, was Big Bob's Soul Disco and the Lambrettas, Vespas, a Mini van and battered Hillman Minx were fired up and we headed for Wollaston.

In those days, as an impoverished cub reporter on a local weekly, money was short. Freelance jobs came in handy and I covered a few road races and grass tracks for *Scooter World*, whose editor Jeff Armistead used whatever copy and slightly out of focus pictures I sent him.

*Scooter World* folded in May 1973 but not before I had covered what must have been one of the last road races at Crystal Palace, London. I got lost in the capital and had to follow a bus whose destination board stated Crystal Palace. Annoyingly it kept stopping to pick up passengers but it eventually got me and my LI 150 to the track.

“Sunday night was Big Bob's Soul Disco and the Lambrettas, Vespas, a Mini van and battered Hillman Minx were fired up and headed for Wollaston.”

I still vividly remember one rider falling off and hitting the railway sleepers that formed the edges of the track. His scooter thumped into the sleepers a second later, narrowly missing his head. No wonder the track was closed down, although it has now reopened for sprints against the clock.

This was my second venture to The Smoke. The first one, a shopping trip with a mate, was even more fraught, thanks to a broken throttle cable on the way home. Of course I was too young and too stupid back then to carry a spare, so we tied the broken cable to the carb and while I looked after the gears and clutch, Robbie, my mate, operated the throttle with his left hand... and held the side panel with his right. We got home okay. Sometimes God looks after small children, drunks and scooterists.

I also remember going to watch some trials at Edge Hill, Warwickshire, and got roped in to marshal. I think Norrie Kerr swept the board, his nimble Vespa being much more suitable for the quarry sections than Lambrettas. Our club, Milton Keynes SC, formerly North Bucks Swans, turned out in force for this and several members competed.

Then there was Curborough Sprint track in Staffordshire and my favourite, Mallory Park in Leicestershire. Here, at least, the Lambrettas bested the Vespas and were kings of the circuit... unless there was something more exotic about, like a Moto Rumi.

Socially MKSC rode to LCGB meetings and events at Southend, where we admired Anne Weir's Vega (and Anne Weir), Weston-super-Mare and Scooter Week on the Isle of

Man. There always seemed to be a red Lambretta fire engine at these events, which was weird.

But I digress... back to the Nag's Head. On the occasion in question I was taking a girlfriend, whose name is now lost in the mists of time. We scooted from Newport Pagnell only to run out of petrol at the Warrington crossroads (now a roundabout).

Fortunately a filling station was within pushing distance and I filled up, only to realise that all the money I had on me was the disco admission price.

This truth dawned as the forecourt man finished filling the tank (no self-serve filling stations in those days). I explained my predicament: "How about I leave you my watch and I'll go to the Nag's Head, borrow some money from a mate, and come back and pay?" He looked at my obviously cheap watch. "Tell you what," he said, "leave the watch and her and then I'll know you're really coming back."

Result! So off I went to Wollaston solo, borrowed 10 bob or so from Andy, my next door neighbour (I might have had a swift drink as well), and went back to the garage.

I paid my debt and rode back to the Nag's Head with the girlfriend for the usual great time.

I'm still riding an LI 150 but not the same one. EMY 156B, or Old Emy, as I sign-wrote on the side panels, was sold in the early 80s and is undergoing yet another makeover not too far away from me.

The girlfriend? It didn't last. Can't think why...

**Peter Clarke**

We've all got a scooter story to tell down at the pub, and many of you have even said: "I've got a great story for Into the Sunset."

Well, now is the time to share it with the rest of us, write it down (between 1000 and 1200 words long please), and send it to:

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